



Fort St. George, September 12, 1912.

No. 211.—The following resolution of the Government of India is published:—

HOUSE RESOLUTIONS.

FINANCE.

*India, the 20th August 1912.*

No. 1912.—On the 21st November last the Government of India learnt with profound horror and regret of the death on the journey from Tinsukie on the 19th November of a large number of English prisoners who were being conveyed to Calcutta. In the interval that has since elapsed the circumstances of this deplorable tragedy have been the subject of prolonged investigation. A joint enquiry was held by the railway authorities on the 24th and 26th November; and a separate and fuller investigation was conducted later by a committee appointed by the Madras Government and consisting of the Hon'ble Mr. Knap and three Indian non-official gentlemen. The report of this committee was submitted to the Madras Government towards the end of January last. Some further enquiries were subsequently instituted by the Local Government with a view to obtaining certain points arising out of the report, and it has also been necessary to obtain from England the explanation of one of the officers concerned. The case of self-sacrifice on the report of the committee has been successfully closed. These points would naturally have been passed by the Local Government, but the persons whose responsibility had to be ascertained (which, not only officers serving under British Government, but also the Military Commander and the railway authorities, it would be difficult if not impossible to make any pronouncement regarding the future without requiring satisfaction regarding the latter) and it has therefore been decided with the concurrence of the Madras Government that the whole case should be dealt with by the Government of India, who alone are in a position to pass judgment on all the issues involved. The Government of India have given to their report their most careful consideration, and they are now in a position to announce their conclusions.

1. The Mather rebellion broke out on the 26th August. Colonel Humphreys took charge as Military Commander on the 26th and Mr. Evans joined him as civil adviser on the 27th. Mr. Esher, the District Superintendent of Police, acted as Intelligence Officer and was also in command of a force of police operating under the Military Commander. Up to the 29th October all these officers led their headquarters at Tinsukie, a small town on the South Indian Railway between Tezpur and Calcutta, at which there is a rail-junction with right-of-way for passengers. From the 29th October onwards they transferred their headquarters to Malapour, leaving the sub-stations at Tinsukie in charge of the police, which was the only available depot for the forwarding of prisoners sent to rail-head from places inland. In the meantime the Commission enquiring the Railway Curfew had ceased on the 27th August, and in the course of the next few weeks the curfew ceased by it and such with a large number of prisoners, of whom the majority were despatched to jail outside the district.

2. On the 31st August a sherry train took place at Tinsukie in the course of which the prisoners and baggage moved. All Mather with 14 others was captured alone, the remaining 19 of his force having been killed whilst attacking the troops. This batch of prisoners was brought home first. The subsequent course of events, as narrated in the evidence recorded by the committee, was as follows: It was decided that these prisoners should be sent for safe custody pending their trial to the Central Jail at Dombivli, and the question of the best means of effecting the transfer came under consideration. The only proposed method of what took place on this occasion is that furnished by Mr. Evans, the Traffic Inspector, but there is no reason to distrust the evidence of this officer, and it appears from his statement that the matter was discussed with him by Colonel Humphreys and Mr. Evans. Mr. Evans thought that Mr. Hinchcock was also present, but on this point he was unable to speak with certainty; and Mr. Hinchcock himself has no recollection of the incident. Mr. Evans first suggested third-class carriages, which were rejected as unsafe in the opinion of the Military without a larger escort than was available. He then offered the other vehicles in his disposal, a motor truck which was rejected as affording no means of ventilation within the doors and windows were open, and a baggage van which was viewed, looked at, and accepted as suitable. This was contained three compartments, and the 20 prisoners were despatched on it on the 2nd September 1912 with the escort in one compartment, of which the doors were kept open, and the prisoners in the other two compartments, with the doors closed. On the day following a requisition was issued from a military officer for a truck for 200 prisoners, and 122 men were despatched in another baggage van. This baggage van was not divided into compartments, and the escort travelled in another vehicle. The circumstances attending the despatch of this van have not been fully clarified. It appears, however, that Mr. Evans, Mr. Hinchcock and certain military officers were present, and that Mr. Hinchcock saw the prisoners being placed in the van and gave reference to the way in which they should be carried in. It has not been possible to ascertain whether Colonel Humphreys was one of the military officers present, what part, if any, was taken in the despatch of the van, or of other officers of the South Indian Railway Company, and for what reason the despatch of these prisoners was ordered. It is probable, however, that the transfer was contemplated by the military as overruling of the sub-judice. The evidence shows that the health of the prisoners was not affected.

3. From this date onwards the despatch of prisoners in baggage vans became a regular practice, and no less than 1,142 prisoners travelled in this way, 1,414 of them going to Calcutta, 416 to Coimbatore, 391 to Madras, 100 to Vellore, 100 to Trichinopoly and 217 to Tanjore. Eleven different baggage vans were used, seven of them belonging to the South Indian Railway Company and four to the Madras and Southern Mahratta Railway. Whilst all these vans were of the same general type there were variations in the actual construction, in the number of doors, and in the number and dimensions of the roof timbers. The vans also varied in respect of the stowage, which is a series of three was placed inside the vanities. Three of the vans had no such stowage at all and in the case of one van a large part of the lading had been removed. One van L.V. 2 was lined with wire gauze of very close mesh, namely 16 to an inch. The gauge had been painted over and was

almost completely checked, but other means of ventilation were available and the van was used only when the number of prisoners conveyed was 43 only.

4. On the 16th November the additional magnitude of Malapangan wind in the sub-passenger at Turr had he had despatched a party of 200 prisoners to Turr. The sub-passenger whose jail was despatched immediately, had needed such emergency. These two prisoners were conveyed when he represented his difficulties by telegram. The prisoners arrived under an escort of the Turret Regiment and were taken into the jail and fed. Meanwhile, Sergeant Andrews, the Police Sergeant on duty, had been asked to arrange for transport. Sergeant Andrews saw Mr. Brown, the Traffic Inspector, who said there were two vans available, namely, L.V. 1711 and a smaller van. The decision whether one or both should be used was deferred till the prisoners had arrived, when it was decided to despatch only 150 prisoners and to use van 1711. The van was filled with telegraph cables. These were taken out, the van was despatched, and the prisoners put in it at about 7 p.m.

5. The van was attached to the 7.10 p.m. train. The lead constable and constables traveled in the compartment next to it, and the Sergeant in a second-class compartment across the van. The seats on the journey, will be discussed later. At Portmoy, where arrangements had been made to give the prisoners water, the van was opened for the first time, and it was then found that 50 prisoners were dead, and that most of the remainder were unconscious. Everything possible was done for the survivors, but of these 43 died on the way to Cavanagh and 4 expired in Cavanagh hospital. The medical evidence and the facts subsequently stated as regards the absence of the van place it beyond doubt that the mass of deaths was avoidable. The treatment, which in outward appearance showed ventilation, was found to be secured merely by a layer of fine wire gauze with about 18 inches to an inch, and the greater part of this gauze was soaked with paint and dust. As the doors were closed during the journey, there was no chance for an inrush of fresh air into the van and through it.

7. Broadly speaking there are two issues which fall to be determined in regard to this most lamentable occurrence. The first of these relates to the general responsibility for the use of this particular type of van and the supervision of the manner in which they were used; and the second in the special responsibility for the use of van 1711, and in the manner in which the doors and attend to the prisoners on the journey from Turr to Portmoy. As regards the former the committee hold (1) that the use of method of luggage vans for the conveyance of prisoners in an emergency was not a justifiable one, and that it implied another inhumanity, not any deliberate intention to the right of the British prisoners to the same treatment as other prisoners; but that the practice of using such vans should have been abandoned as early as possible or should have been brought under proper regulation; and that in so far as the practice contributed to the fatal disaster, responsibility falls on Mr. Brown, the Special Civil Officer, under whose authority the removal of prisoners was conducted. As regards the latter they hold—

(a) that neither Sergeant Andrews nor the sub-passenger at Turr was held to blame for following the practice already established and confirmed by superior authority in accepting L.V. 1711 for the conveyance of prisoners on 16th November;

(b) that an obligation to see that the emergency need for prisoners were reasonably fit for such use lay upon the Railway Company and to their local representative, Mr. Brown, the Traffic Inspector, and that it is on these that the main responsibility for the catastrophe must be laid; and

(c) that Sergeant Andrews was guilty of negligence in failing to take note of the condition of the prisoners, as evidenced by the unusual silence which they made; had he done so the disaster would have been avoided, or at least be mitigated or averted.

8. The Government of India came in the view of the committee that the use of luggage vans for the conveyance of prisoners in such an emergency was not in itself objectionable or inhuman. Though not intended for passengers the vans were not closed trucks but ventilated vehicles, and, when the windows were not obstructed, there was sufficient provision to enable a considerable number of prisoners to be carried in them in safety. Scarcely another case was, according to General Officer Commanding, used in England during the war in hospital trains. As already mentioned, 1,246 prisoners were carried in safety in these vans; the Superintendent of the Calcutta Jail which received the majority of the prisoners stated specifically that as far as he is aware none of them arrived in a bad condition; and he is not aware of a single case reported to him as to the condition of L.V. 1711 it is probable that the van of these vehicles would have had no unobstructed window and would have provided no complaints or ailments.

In arriving at the conclusion that whilst a complaint can be taken to the Ministry of L.V. 1711 for the conveyance of 43 prisoners and 4 other prisoners in Calcutta, the responsibility of abandoning the material form of conveyance and of returning to the use of open wagons, should not have escaped consideration, the committee agreed to the Government of India to have undertaken the difficulty of providing adequate means. At the present in question the police forces are little, despite every effort to strengthen them by the despatch of reinforcements by other divisions, the closing of home, was appreciably below the actual requirements in Malabar where very available men were required for the protection of life and property of the inhabitants; the arrangements at Calcutta could hardly be compared with those at Turr where much larger numbers of prisoners had to be dealt with; the use of the luggage vans undoubtedly gave the anti-vandal police work needed; and, as already shown it involved no escape risk provided that there was ventilation, and in those circumstances the Government of India cannot be held responsible for the disaster as it happened.

9. They agree, however, with the committee that the practice of using vehicles of this unusual type, which were never intended for the conveyance of human beings, should not have been left to the unregulated discretion of subordinates, but should have been brought under proper regulation. They consider also in the view of the committee that for the committee in taking this procedure the Military Commander cannot be held responsible. The subject of martial law is to remove order, and all the powers legitimately conferred by the Government on the Military Commander, or exercisable by him in virtue of the prerogatives of martial law, are to be exercised solely for the purpose. The prerogative of martial law did not, therefore, involve the automatic and complete suspension of the whole civil administration (though the extent to which this was law practice is far from the

man of Malabar was narrowly linked by the conditions prevailing, not the automatic transfer to the Military Commander of responsibility for the operations of such civil detachments or squadrons as were still active. The civil authorities were not directed by the proclamation of martial law of all authority of their own, but, subject to such extension of jurisdiction, regulations or orders as the Military Commander might in the purpose of enforcing order impose, were responsible for the execution of the work of the detachments, which were still functioning, was discharged. The removal of prisoners from one jail to another jail was, therefore, a matter for the civil authorities, more so as far as their persons might be treated or regulated by the Military Commander in the exercise of his responsibility for the suppression of the rebellion, and the removal of military squadrons, and in fact, in fact, the discussion regarding the selection of L. V. 1171 on the 22nd September, but his statement in that decision was limited to the question of security, and did not extend to the suitability from the point of view of health and sanitation of vehicles of the class for the conveyance of Indian troops. The Government of India have accordingly no hesitation in transferring the Military Commander.

10. The care and security of prisoners is usually a function of the police, and, for the reasons above stated, it did not seem to be such in so far as the transport of prisoners from the Tirur sub-jail was concerned as to the maintenance of martial law. The matter was in fact provided throughout by the Superintendent of Police, Mr. Hinchbrook, who during the period in question constantly employed well-trained police men, but it has since been ascertained that he was aware that large numbers of prisoners were regularly being conveyed from Tirur in baggage vans, and that, though after the 2nd September he failed at Tirur only on one date, the 20th September, he passed through Tirur on a number of occasions in the course of his journey to Calicut, Manipalapuram and Ponnani. In these circumstances the Government of India cannot accept the conclusion of the Committee that it was impossible for Mr. Hinchbrook to have had time or opportunity to give personal attention to the local arrangements at Tirur.

Mr. Evans' appointment was that of Civil Officer to the Military Commander. The duties of this post do not seem ever to have been definitely and precisely formulated. Instructions were, however, occasionally issued by Mr. Evans in regard to the distribution of prisoners. The telegram from the sub-governor on the 18th November states that the subject was well and asking for orders was sent to Mr. Evans and replied to by him. The sub-governor received verbal instructions from Mr. Evans to despatch prisoners to Calicut in batches of hundred, and Mr. Evans states that he acted on this to the sub-governor both at Ponnani and at Tirur for the transfer of prisoners from these places. It is clear, therefore, that Mr. Evans could, and it seemed to him to do so, have issued orders regulating the conditions to be observed in regard to the conveyance of prisoners in baggage vans.

11. The Government of India have carefully examined the explanations which have been submitted by these officers. They appreciate the admirable services rendered during the rebellion by Mr. Evans and Mr. Hinchbrook; and they recognise the arduous character of the work which devolved upon them. Mr. Hinchbrook, as already stated, was constantly engaged in military operations and Mr. Evans' duties were multifarious and onerous. Moreover the only vans with which they were directly acquainted, namely, those dispatched on the 2nd and 20th September, were suitable, in the use of which no complaint can be taken; and the concluded debate in L. V. 1171, which were the direct cause of the disaster, would not have been foreseen. Nevertheless, the Government of India cannot but greatly regret that neither of these officers took steps to bring the provision of conveying prisoners in these baggage vans under proper regulation. Had it been laid down that a responsible civil officer should in consultation with the railway authorities strictly himself that the condition of each van was adequate for the number of prisoners deposited in it, it is almost certain that no loss of life would have occurred. Furthermore Mr. Hinchbrook and Mr. Evans, the Government of India think that the larger share of responsibility attaches to Mr. Evans, who was personally at Tirur, had therefore greater opportunities for looking into the arrangements at that place for the transport of prisoners, and was the superior officer.

12. The question of present availability is not so critical in regard to the Government of India to determine what measures of responsibility, if any, attach to the South Indian Railways Company. On the point a further enquiry is required and will be conducted by the Hon'ble Mr. Rump, whose services are being lent to the Government of India by the Madras Government for the purposes, and by Lieutenant-General Garnham, the Senior Inspector of Government Railways, and the Government of India will receive their contribution to the report of these officers has been received and considered.

# 13. It remains to discuss:—

- (a) the selection and use of van No. 1171 on the 18th November and
- (b) the reason for the journey from Tirur to Ponnani.

As regards the former there are two points in the account given by the persons concerned that are important and do not affect the conclusion to be drawn. The Government of India accept the finding of the Committee that responsibility was in fact, to the sub-governor of Tirur. The sub-governor had himself no authority to transport by van, and the general regulations of the system of transporting prisoners from Tirur was not one of his functions. They cannot, however, agree with the Committee that Brigadier Andrews cannot be blamed for using the particular van. As the police officer in charge he should not have failed his responsibility of the van in the question of security, but should have insisted that the accommodation was suitable for the reception of the prisoners. The Government of India consider that in coming to take the prisoner he was not negligently negligent. In this respect Mr. Evans, the Tirur Inspector, must be held to have been still more blameworthy. The suggestion that the van was made over by him under a requisition which would not be questioned is severely supported by the evidence and was rightly rejected by the Committee. According to his own statement Mr. Evans was asked for accommodation for 200 prisoners; he replied that two vans were available thereby clearly implying that the van was suitable; he subsequently handed over L. V. 1171 of which he had made no previous statement; and he saw the prisoners placed on the van. That he should have stated the van to be in the opinion of the Government of India inadequate, and that

can only repeat his failure to do so as an omission according to culpable negligence. At the same time they think it only fair to add that this omission has been rectified on the evidence available, and that owing to the death Mr. Stevens could not be given an opportunity of offering any formal explanation which he might have desired to put forward.

14. The events on the journey are fully discussed by the Committee. They are not inclined to blame Sergeant Andrews for wanting to make interference or any arrangement for getting the two dacoits at Florence or Glasgow, but they are so anxious to truth the statements of the prisoners that they look out for water at every station. There is some evidence, they think, that at Florence there was considerable danger for air and water from the crooked men. Sergeant Andrews himself admits that he heard them asking for water, and the best available and suitable also held them. At Glasgow there is independent testimony that the noise from the van was such as to suggest that the prisoners were in distress. The Committee admits that it is not possible to draw with complete certainty the nature of the danger made by the prisoners, but they cannot avoid the conclusion that the shouting and screaming and asking for water and air must have been an equivalent and as striking that they ought to have observed the special situation of the dacoits and the noise. The Government of India accept in this connection. They do not wish to dispute the view of the Committee that Sergeant Andrews was not guilty of deliberate culpability, but they consider that in disregarding the noise and failing to investigate for himself the reason for what went on in the words of the Committee have been a very unusual omission both in its nature and extent. Sergeant Andrews displayed culpable negligence. They also agree with the Committee that the two crooked men and scoundrels who failed to carry to Sergeant Andrews the proper understanding of the position which their better knowledge of the language must have given them, were also in this connection.

The Government of India have instructed the Government of Madras that a prosecution should be instituted against Sergeant Andrews. It will not wish that Government to decide what action in view of the findings above recorded should be taken in regard to the local conditions and persons.

15. In conclusion the Government of India desire to express their deep sympathy with the families and widows of the unfortunate men who perished in this lamentable disaster. In large part that disaster was the result of circumstances for which no one can be blamed—the accidental defect in the construction of L. V. 171 and the detailed discussion in the paper, which accounted for the employment for the transport of prisoners of this type of vehicle. In part, however, especially with regard to the latter degree to some of the officials concerned. The Government of India have sought in this resolution to assign and to measure that responsibility as impartially and as accurately as it lay in their power to do.

#### REPORT OF THE COMMITTEE APPOINTED TO ENQUIRE INTO THE DEATH OF CERTAIN MAPPILLA PRISONERS.

As requested by Government and with reference to the G.O. No. 655, Public, dated 6th December 1921, we have the honour to submit the report of our enquiry into the death of certain Mappilla prisoners on the journey from Tirur on the 15th of November 1921.

2. We have examined in all 62 witnesses. Their evidence was taken in public except in the case of the surviving prisoners who were in the Coimbatore Jail hospital. Acting under medical advice we examined these in the presence of the jail officials only; but copies of their statements were handed to the press. In addition to the evidence which we have ourselves recorded we have had the advantage of seeing the records of the joint enquiry held by the officers of the South Indian Railway.

3. The facts connected with the despatch of the prisoners are clear and unaltered. Owing to the accumulation of a large number of prisoners at Malappuram it became necessary to transfer some of them to the sub-jail at Tirur. One hundred and eighty-two prisoners were accordingly sent by road from Malappuram to Tirur on the morning of the 15th of November under an escort provided by the 2nd Battalion, Dorset Regiment, the Sub-Magistrate and sub-jail keeper at Tirur being advised of the fact by telegram. The Tirur sub-jail, however, was itself over-full at the time and was incapable of accommodating this extra number without very serious over-crowding. The Sub-Magistrate telegraphed to the Special Officer saying that the number was too large to be accommodated in the sub-jail and that the Coimbatore jail had the previous day refused to take any more prisoners and asked for orders. He received in reply orders from Mr. Evans, to despatch as many convicts as possible to Bellary. The prisoners arrived at 3 p.m. and the Sub-Magistrate finding that there were among them 100 convicts eligible for transfer to Bellary decided that these should be despatched at once.

4. The Sub-Magistrate communicated the decision to Sergeant Andrews of the Reserve Police, who with a small number of the Coimbatore Police Reserve was

on duty at Tirur in connection with prisoners. Sergeant Andrews thereupon went to the railway station and made enquiries as to the possibility of finding a van to take the prisoners to Bellary. He was informed by Mr. Reese, Traffic Inspector of the South Indian Railway at Tirur, that there were two vans available, one large and one small. The larger van was Madras and Southern Mahratta Railway baggage van No. 1711. This van was lying in the yard loaded with telegraph materials and Mr. Reese informed the Sergeant that if the materials were unloaded the van could be made available. The van was unloaded under the supervision of the Sergeant. The unloading began at about 5 p.m. and was completed at about 6 p.m. The van was then cleaned out and was disinfected with kail. An hour later the evening train No. 27 arrived at Tirur from Calicut and the van was attached to it. The prisoners (87 Mappilas and three Hindus who were also implicated in the rebellion) were brought to the station and confined in the van. They had previously had food and water at the sub-jail. The van doors were shut and fastened with a heavy staple, the iron wedge which held these doors being wired to keep it in place. The train left Tirur at 7-15 p.m.

b. The van was attached at the rear end of the train. Immediately in front of it was a bogie brake van occupied by the under-guard. The rear portion of this brake van consisted of a third-class compartment and in this the head constable and five constables who constituted the escort travelled; they were thus in the nearest possible proximity to the prisoners' van. Sergeant Andrews who was in charge of the prisoners was in a second-class carriage nearer to the engine. Immediately behind the prisoners' van was a truck and behind that the rear brake van, the last vehicle in the train.

c. After stopping for about two minutes at each of the stations Edakulam, Kuttippuram, Pullipparam and Pattanam, the train reached Shoranur at about 8-45 p.m. It was timed to halt at that station for half an hour. Sergeant Andrews and some of the escort left their carriages and took up positions near by the prisoners' van but did not open the doors. After stopping at four other intermediate stations, the train reached Olanokot at 10-50 p.m. It halted there for 15 minutes. Sergeant Andrews and some of the escort left their carriages and went to the prisoners' van but did not open the doors. From this station a telegram was sent at Sergeant Andrews' request to Podanur ordering six buckets of water to be kept ready for the prisoners at Podanur. Podanur was reached at 10 minutes after midnight. After obtaining from the refreshment room cups in which to give the prisoners water Sergeant Andrews in company with the Assistant Station Master proceeded to the van. On opening the first compartment the prisoners were all found lying down in a state of collapse. Some of them were groaning and it was evident that a disaster had occurred. The other two compartments were immediately opened and disclosed the same state of affairs. Messages were at once sent to the Medical Officer in charge of the Military Base Camp, Captain Mathai, and to the Railway Assistant Surgeon. When the former arrived some after 1 a.m. with his medical equipment, stretchers and ward orderlies, he found that a few of the prisoners had already been taken out and laid on the platform. The work, however, was proceeding very slowly. The by-standers refused to assist in it. Captain Mathai and his orderlies, with the station staff, took it in hand and the former in addition addressed himself to the task of resuscitating those of the prisoners who were still living. The removal of the prisoners from the van was still incomplete when Dr. O'Connor, District Medical Officer of the South Indian Railway, arrived upon the scene at 2-40 a.m. Dr. O'Connor took charge of the arrangements, himself attending to the work of resuscitation, and eventually the prisoners were all removed from the van and those who were found to be still living were separated from the dead. The dead bodies, 56 in number, were replaced in the van and sent back to Tirur in charge of Sergeant Andrews. On arrival at Tirur the bodies were handed over to the Mappilas of that place for burial with the exception of those of the three Hindus which were buried by the police. Dr. O'Connor had in the meantime arranged for a train to take the survivors to Coimbatore and had telegraphed to Major Forrest, District Medical and Sanitary Officer, to meet him at the Coimbatore station. The train left Podanur at 4-20 a.m. carrying the 44 survivors. Of these, six died on being taken out of the train at Coimbatore. Major Forrest made arrangements for the removal of those that were left, sending 15 to the Civil

Hospital in Coimbatore and 25 to the Central Jail Hospital. Of the 13 taken to the hospital, two died on arrival there, four more on the same afternoon, and two on the 26th. The remaining five were ultimately transferred to the jail hospital. The total number of deaths thus amounted to 70.

7. Before leaving this part of the narrative we wish to record our opinion that from the time of the arrival of the van at Poona everything that was possible was done for the prisoners. Captain Matthoi and Dr. O'Connor spared no pains in treating those that were still alive and mitigating their suffering. The prisoners on arrival at Coimbatore Jail were admitted to the hospital where they appeared to us to be receiving every attention.

8. A post mortem examination was made at Taur on three of the bodies taken at random. The cause of death was certified as asphyxia. This opinion is supported by the evidence given before us by Captain Matthoi, Major Farret and Dr. O'Connor, all of whom saw some of the prisoners die. The Surgeon-General who was deputed by the Government to make a special investigation into the matter agrees in the general description of the cause of death as asphyxia, but adds that heat exhaustion was probably a contributing cause. We find no ground whatever for doubting the correctness of the medical opinion. The Chemical Examiner's report on the contents of the stomach and other portions of the bodies sent to him shows that there was no trace of poison of any kind.

9. We have examined the van in which the prisoners were carried and have attached a photograph of it to this report. It is a luggage van with walls of wood (and not of iron as has been reported in some newspapers). The internal measurements of the van are as follows:—

Length	..	..	..	..	..	..	..	..	22' 4½"
Breadth	..	..	..	..	..	..	..	..	5' 5"
Height to the eaves of the roof	..	..	..	..	..	..	..	..	7' 8"
"    to the top of the walls	..	..	..	..	..	..	..	..	7' 11"

The roof is double and is composed of wooden planking inside and an outer covering of rubber or some similar substance. The van consists of three compartments. The partitions which divide them are of wooden planking to a height of 2' 5" from the floor; above that they are composed of iron bars set at a distance of 3" apart and allowing free passage of air from one compartment to another.

There are two double-hinged doors in each compartment, one on each side. The upper part of these doors consists of lattice or fixed venetians covering a space measuring 2' 7" x 1' 8½". The venetians are, however, entirely covered inside by a lining of fine wire gauze with about 18 meshes to the inch. This gauze has evidently been painted over and the greater part of it is clogged with paint and dust. The doors are fastened by a bolt inside reaching from floor to ceiling and secured by a bag and staple. If the inside bolt is pushed home the doors fit tight but otherwise there is a certain amount of play in them. Beyond a few chinks in the walls and flooring there is no other entrance for air, and though a small quantity of air must have entered during the journey from Taur to Poona—otherwise none of the occupants of the van would have survived—we regard as justified Doctor O'Connor's description of the van as "practically air-tight," in the words of General Gifford it was "practically a closed box".

10. How then did it come about that this van was employed on November 19th for the conveyance of 100 prisoners to Bellary?

The answer is clearly—

(1) that the general use of luggage vans for the transport of prisoners had by that date become an established practice at Taur;

(2) that a hundred or more prisoners had on various occasions been transported without mishap in vans of a similar pattern;

(3) that, assuming the safety of the practice to have been established by experience, the vans were used without any special inspection or consideration of the ventilation which each provided; and

(4) that when L.V. 1711 was tendered and accepted on November 19th for the carriage of a hundred prisoners it was not observed that, owing to the closeness of the gauze and the practical absence of ventilation, it was in fact unfit to carry a hundred prisoners.

11. The practice of using luggage vans for the conveyance of Mappilla prisoners first started on the 2nd of September when L.V. 1716 was selected for the conveyance from Tinne to Colaba of Ali Musalliar and his fellow prisoners, 39 in all. An account of this selection is given us by Mr. Reese, Traffic Inspector at Tinne (witness No. 1). He states that the question how Ali Musalliar and his gang should be removed to Colaba was discussed in the presence of Colonel Humphreys, Mr. Evans and other officers. He suggested that they should be taken in an ordinary third-class carriage but this proposal was rejected as unsuitable as it entailed the use of a very large escort. He next pointed out a cattle truck which was also rejected as the only means of ventilating it would have been by leaving the doors as well as the windows open. This could not have been done without grave risk of the prisoners escaping. Finally he pointed out luggage van No. L.V. 1716 of the Madras and Southern Mahratta Railway. This was visited, looked at and accepted as suitable.

12. The decision of the 2nd of September to despatch Ali Musalliar and his gang in L.V. 1716 was followed by the similar use of other luggage vans for the transport of prisoners and became established as a regular practice. Between the 2nd of September and the 19th of November, 2,549 prisoners were carried from Tinne in luggage vans on 35 different journeys (vide statement in Appendix I). Eleven different luggage vans were used, some of them belonging to the South Indian and other to the Madras and Southern Mahratta Railways. Particulars of the measurements and ventilation of these are given in Appendix II. While all the vans were of the same general type there were variations in actual measurements, in the number of doors and in the number and dimensions of the roof ventilators. The vans also varied in respect of the lining which, in some of them, was placed inside the ventilators. Three of the vans had no such lining at all. One had a wire gauze lining with five meshes to an inch and three others of similar gauge with eight meshes to an inch. Three were lined with zinc with comparatively large perforations; this material is easily torn and in the case of one van which we examined we found that a large part of the lining had been removed. Two vans (L.V. 1711 and L.V. 3) were lined with wire gauze of very close mesh, namely, sixteen to an inch. In both these vans the gauze had been painted over and was almost completely closed.

The number of prisoners carried in single vans varied from 30 who travelled in L.V. 1 on the 10th of September to 122 carried in L.V. 8 on the 3rd of September, both journeys being made to Colaba. Five different Sergeants escorted the prisoners on various occasions and Sergeant Andrews who was in charge of the ill-fated van on the 19th of November had himself previously taken as many as 112 prisoners to Coonoor and 100 to Bellary.

13. The view has been put forward in the press and elsewhere that the use of luggage vans for the conveyance of prisoners could not in any circumstances be considered as safe or suitable. In this view we do not concur.

We have ourselves inspected several of the vans used, and the conclusion at which, as laymen, we have arrived is that the vans though not intended for passengers are not per se unsuitable, within certain limits, for the conveyance of human beings. They are not closed trucks but ventilated vans. Where the ventilation through the ventilators is not obstructed there is sufficient perfusion to enable a considerable number of persons to be carried in them with safety. This is the case where the ventilators are not lined at all or where they are lined with gauze of the larger meshes which, as we have found by experiment, interfere but little with the current of air. Our opinion on this point is confirmed by the evidence of the Surgeon-General who sees no objection to the use of luggage vans as such for carrying passengers in an emergency provided there is ventilation. He himself made an experimental journey in L.V. 7, and considers that that van could safely be used for the transport of a large number of men. He points to



the fact that to his knowledge somewhat similar vans were used in England during the war in hospital trains. Of the other medical witnesses Major Farrent, District Medical and Sanitary Officer, Coimbatore, was doubtful whether these vans could properly be used for prisoners and did not consider that any van of the type is fit to carry 100 persons on any journey. Captain Mathai, I.M.S., of the Base Hospital, Pondicherry, while recognizing that the ventilation in the vans which we had seen varied considerably, did not consider any of them fit to carry 100 prisoners. As a medical man his view was that the vans would not be fit to carry human beings even if the gauze linings were absent. Doctor O'Connor, Railway Medical Officer at Pondicherry, was of the same opinion. But the evidence of practical experience is against this view. No report that the health of the prisoners was affected by the manner in which they were conveyed was received from any of the jails to which they were taken. The Jailer (witness No. 51) of the Coimbatore Jail which received the majority of the prisoners states specifically that so far as he knows none ever arrived in bad condition. The fact that two prisoners (witnesses Nos. 42 and 53) who travelled in a batch of 130 to Coimbatore on November the 9th, say that they fainted in the train does not shake this evidence. It appears that they soon recovered and after a short pause in Coimbatore were able to march to the jail. In the absence of evidence as to the general health of these two prisoners at the time of their journey we can draw no conclusion as to whether their indisposition was attributable to the conditions under which they travelled or to other causes, and we adhere to the opinion that, within certain limits as to the number of persons carried and the length of the journey, the use of these vans was not dangerous to human life. We entirely accept the Surgeon-General's summary of the position, viz., that there was no objection to the use of luggage vans as such for carrying prisoners during an emergency provided that there was ventilation.

14. Both the District Sub-Magistrate and Sergeant Andrews are mentioned as having taken some part in the decision to use L.V. 1711 on November 10th for the conveyance of prisoners to Bellary. We are unable to say which of these officers should be regarded, technically, as having authorized its use. But the point is of no importance. In using the luggage van they were following a practice initiated by their superior officers and continued with their approval. The number of prisoners to be despatched had been equalled or exceeded on previous occasions. The chalking of the gauge, it is true, rendered the conditions as to ventilation entirely different from those in the majority of the other vans, but even this feature was not peculiar to L.V. 1711. It appeared also in L.V. 3 which had already been used on October 3rd for the conveyance of 42 prisoners to Cannanore. The Sub-Magistrate himself had no occasion to inspect the interior of the van. Sergeant Andrews did inspect the van but only to satisfy himself as to its security. In making use of a van which, so far as he was aware, was similar to those previously used for even a larger number of prisoners he was acting under the orders expressed or implied of his superior officers, and we cannot in the circumstances hold that either the Sub-Magistrate or Sergeant Andrews can be blamed for continuing the practice and using the van.

15. In the circumstances mentioned the use of L.V. 1711, which was the immediate cause of the catastrophe, can only in our opinion be prescribed as a most deplorable accident. This is so far as the Sub-Magistrate and the Sergeant of Police are concerned. We will refer later to the part which the railway officials played in the matter.

If we seek for the remote causes of the disaster they are to be found in the practice which had grown up, and to which the incident of the 10th November was a natural sequel, of despatching prisoners in luggage vans without separate consideration in each case of the condition of the van and the number of persons whom it was fit to carry. To the original selection of L.V. 1716 on the 2nd September for the conveyance of Ali Musallam and 38 others to Coimbatore we take no exception. The prisoners were dangerous rebels who were guilty of murder. A very large escort would have been needed if they were to be transported in open carriages through the rebellion area. The small number of troops and police then available in Malabar was needed for active work in the suppression of the rebellion and it was desirable to detach as few as possible of them.

from that work. The Sub-Jail at Tirur already had far more prisoners than it could safely accommodate and the removal of Ali Mussofer and his gang was a matter of urgency. The number of persons to be carried in the van was in our opinion well within the limit which could be carried in comfort; moreover the 33 persons could be, and were in fact, placed in two compartments leaving the third compartment available for the escort which travelled in it with the doors open.

16. The continuance up to the 19th of November of the use of these luggage vans stands on a somewhat different footing. Even though a luggage van was not, as such, an unsuitable form of conveyance and even though successive journeys without mishap may have confirmed the impression conveyed by the first journey that they could be safely employed for prisoners, the fact remains that the use of these vans was unusual, that they were not constructed or intended for the carriage of human beings and that in sending prisoners in them without giving separate consideration in each case to the ventilation and to the number of persons for whom it was sufficient a very considerable risk was being run. Such a risk undoubtedly existed, as pointed out by the Surgeon-General, when 124 prisoners were sent in a van to Coimbatore on the 2nd September. Other occasions when exceptional risk was taken were the 4th of September when 111 persons were sent in a single van to Coimbatore, and the 3rd October when 42 prisoners were despatched to Cannanore in L.V. 3 which resembles L.V. 1711 in every respect including the painting over of the size wire gauze netting.

We realize that great caution must be exercised in examining that the dangers of the system which are now patent should have been equally obvious before the catastrophes occurred, and we recognize that repeated journeys made without accident obscured the danger which lurked in the use of these vans, but we are nevertheless deliberately of opinion that the desirability of abandoning the unusual form of conveyance and reverting to the use of open carriages at the earliest possible moment should not have escaped consideration. So long as it was impossible to provide adequate police guard to escort prisoners in open carriages from Tirur the continued use of luggage vans was probably unavoidable. A risk was in fact being run, but we quite recognize that, in what were practically no conditions, some risks had to be taken. But when the number of troops and police increased the position in our opinion changed. We observe that rebel prisoners detached after conviction from other parts of the district (e.g., from Calicut and Cannanore) passed through the rebellion, seen in open carriages and that police were evidently available to furnish for them an escort of the necessary strength; and we cannot but think that if consideration had been given to the matter it would have been possible to find police to furnish similar escorts from Tirur. The fact is that once the system had been started no consideration was paid by any one to the question of reverting to the recognized form of conveyance. The superior officers dismissed the whole matter from their minds and left it to the unregulated discretion of the subordinate officers at Tirur, the Sub-Magistrate and the Sergeants of Police. We do not consider that it would be fair to expect from officers of this class the initiative which would have recognized the risk that was being run and would have moved for the adoption of a safer system. In so far as the practice of using luggage vans contributed to the disaster of the 19th of November we consider that responsibility must lie on the superior officers who permitted the practice to continue indefinitely and without proper regulation.

17. Owing largely to the somewhat hybrid nature of the Martial Law arrangements which were and are in force in the district and which have left in some obscurity the relative duties of the Civil and Military authorities, it is not easy to say with certainty who the superior officer was on whom fell the duty of arranging for the removal of prisoners from Tirur. *Prima facie* it might be thought that the officers who are named as having taken part in the first selection of L.V. 1716 or as having personally witnessed and approved the despatch of prisoners in L.V. 3 on the 3rd of September should be regarded as exercising authority in the matter. These officers are Colonel Humphreys, Military Commander, Mr. Evans, Special Civil Officer, and Mr. Hitchcock, District Superintendent of Police. Although Colonel Humphreys has no definite recollection of having taken part in the discussion which led to the use of the first van he does

not wish to dispute the correctness of Mr. Evans's statement that he was present and Mr. Evans's recollection is supported by that of Mr. Evans. Colonel Humphreys, however, claims that his responsibility as Martial Law Commander ceased as soon as the prisoners were handed over to the sub-jail. Mr. Evans thinks otherwise, pointing out that the prisoners were Military prisoners, tried and convicted by Courts established under the authority of the Military Commander, and that the premises of the sub-jail itself were under Military control. We realize that in the conditions which existed at Tiarar in the earlier part of the rebellion no rigid discrimination between the duties of the Military and Civil officers was either necessary or possible. Both were working together to accomplish the main object of suppressing the rebellion. But on the technical point we are inclined to hold that Colonel Humphreys' attitude is correct and that the responsibility for the removal of prisoners from Tiarar did not in fact rest upon the Military.

18. As regards Mr. Evans though he also has no very definite recollection of the selection of the first van it appears from a letter which he wrote to the Committee on the 8th of December (see Appendix III), that he was present. He also witnessed the despatch of prisoners in a similar van on the 3rd of September. He then knew that this system had been instituted, but as he himself told us he was not afterwards personally aware whether the practice had been continued or not. So far as regards formal responsibility for the continuance of the practice the position of Mr. Evans is obscure. His appointment was that of Civil Adviser to the Military Commander. He was also Additional District Magistrate though it does not appear that in that capacity any definite administrative functions were ever assigned to him. But it does appear that he did, we doubt rightly, assume at some stage responsibility whether on his own account or on behalf of the Military Commander for the despatch of prisoners. The telegram from the Sub-Magistrate on the 19th of November stating that the sub-jail was full and asking for orders was sent to Mr. Evans and replied to by him. We find also from the Sub-Magistrate's evidence that he had received verbal instructions from Mr. Evans to despatch prisoners to Bellary in batches of 100 and Mr. Evans himself, in his letter of the 8th of December (see Appendix III) mentions that he had instructed the Sub-Magistrate as Sub-Jail officer to take charge of the prisoners and their despatch. In the circumstances we must regard Mr. Evans as the officer on whose authority the despatches of prisoners were made. In so far as the practice of using luggage vans contributed, as a more remote cause, to the final disaster we must place responsibility on him. But we deem that the weight of this finding should not be exaggerated. The very heavy responsibilities laid on Mr. Evans as Civil Adviser to the Military Commander and the exacting nature of his active duties in helping in the suppression of the rebellion were calculated to absorb his whole attention, while the continued use of vans week after week without mishap must, from a practical standpoint, have encouraged the view that there was no need for him personally to interfere.\*

19. We have considered whether some part of the indirect responsibility would fall on Mr. Hitchcock. It is not certain that he was present at the first selection of a van but we have it on his own statement that he did witness and take part in the despatch of prisoners on the 3rd of September and saw no reason to object to the arrangements made. The actual care of prisoners during their journeys and responsibility for their safe delivery at their destination lay upon the Police and to this extent at least it was for Mr. Hitchcock to see that the arrangements made for their transport were safe and satisfactory. But the objection arising from the Martial Law arrangements is again found here, for Mr. Hitchcock and his force were themselves under the orders of the Military Commander. We shall not however leave this technical point. Mr. Hitchcock

\* A statement was made in the Legislative Council that the method of carrying Kaffir prisoners in vans had been the subject of complaint in the past and it was suggested that the complaint should have been raised and that by those responsible for the transport of prisoners. We have been unable to trace any such complaint made before the arrival of the committee of a visit to the Island dated December 1st, 1921. The point is probably of minor importance and does not appear to have any great bearing on the present inquiry, and there is no reason to suppose that the paragraph about the method of the Government's vehicle was correct.

having been continuously employed from the beginning of September with the troops in active warfare with the rebels it would be unreasonable to expect that he should have had time or opportunity to give personal attention to the local arrangements at Timor.

20. We have now examined the responsibility direct and indirect of the Government officials concerned in the matter but as we have already suggested there are others whose responsibility needs also to be considered. These are the officials of the South Indian Railway. It was suggested to us that the practice of using luggage vans for the conveyance of prisoners having started under Military authority in a Martial Law area the requisitions made for such vans were imperative and could not be questioned by the Railway officers. Whether such an impression existed on the part of the Railway officials we do not know; the evidence given us by Colonel Humphreys and Mr. Reeve shows clearly that there is no foundation for such a belief. But even if it were thought that the Railway Company, when called upon to do so were bound, in departure from their own rules and regulations, to supply luggage vans for the use of prisoners, that would still in our opinion not absolve them from the responsibility for seeing that the structure and condition of the vans were such as would make it safe for the prisoners to be transported in them. When a van was obtained on requisition information as to the number of prisoners whom it was proposed to load was given and we consider that it was the obvious duty of the Railway authorities, before issuing tickets for any particular despatch, to satisfy themselves that the van used was both in regard to space and ventilation and in other respects suitable for the number of prisoners named. Colonel Humphreys pointed out in his evidence that if he indicated for a van for 100 prisoners and the Railway company had no van suitable for that number, he would expect them to say so and supply more than one van. We think that this very fairly sets out the position. The fact that the transport of prisoners in luggage vans was contrary to the ordinary railway practice made it in our opinion all the more incumbent on the Railway administration to decide separately in regard to each van what number of prisoners could be carried without danger to life or health. That this responsibility was to some extent recognised by the railway officials appears in the record before us. When on the 25th of September the Sub-Magistrate asked for a truck to convey fifty-four prisoners to Madras, the Station Master replied, "I have a truck of the same kind and likewise if there is no objection to us considering the distance". Again Mr. Reeve, when asked by the Sub-Magistrate on the 19th of November how many prisoners could be loaded in the two vans which were available, replied that it was left to the Sub-Magistrate to decide how many he should put in. In both these instances there is a clear attempt to shift responsibility to the Sub-Magistrate; in other words there was a recognition of the fact that the primary responsibility lay on the Railway Company. We consider that it was for Mr. Reeve when first applied to and not for the Sub-Magistrate to decide not only the number of prisoners that the van could accommodate but also whether the van was suitable for their conveyance at all and if he thought it was not to point out the fact and specifically to decline to take any responsibility for the despatch. Had it been a question of structural defect, such for example as a dangerous floor, the Railway authorities would undoubtedly have refused to sanction the use of the van and in our opinion a similar obligation lay upon them to decide whether the van was in other respects suitable for the purpose for which it was being provided. We must therefore place upon the Railway Company the main responsibility for the use of the ill-fated van and for the consequences which followed. We hold further that in tendering and supplying vans throughout the period for the purpose of carrying prisoners, without separate examination and decision of the number of prisoners that could be carried in each case, the Railway authorities contributed to the indirect causes of the disaster.

21. Mr. Reeve, the Traffic Inspector, was for the greater part of the period the principal local representative of the South Indian Railway at Timor. It was he who first tendered a luggage van on the 2nd of September as a means of conveyance suitable in the emergency for the conveyance of prisoners; he was consciously on duty and must have been aware of the later despatches; and lastly

on the 19th of November it was he personally who supplied Van No. 1711 to Sergeant Andrews. Subject to any administrative rules of the Railway which would transfer the responsibility to some other officers we feel bound to place it on him. As desired by Government we have informed him of this conclusion, but beyond pointing out that on the 19th of November there was a second van available which could have been used in addition to L.V. 1711, he desired to make no further statement at the time.

22. It remains to consider how it was that the abduction of the prisoners was not discovered during the journey and attention given to them which would have averted the catastrophe. Had the doors been opened either at Shoranur or at Olevskot, where the train stopped for a considerable time, the suffering and the deaths, if not altogether avoided, would certainly have been reduced. We have considered the question whether in the ordinary course, Sergeant Andrews should have opened the doors at Shoranur to give water to his prisoners. There of the other Sergeants who conducted similar escorts were in the habit of doing so but one was not. Allowance must, we think, be made for a legitimate difference of opinion as to the temperament of Mappilla prisoners and the risk run in giving them a chance of escape while passing through the fighting area—a risk which is considerably enhanced when, as in this case, the journey was made at night. Five constables and a head constable were clearly a very small force with which to meet a rush of 31 Mappilla prisoners, the occupants of one compartment, if they had chosen to break out. The prisoners having received plenty of the water before they left Thiruv should not in the ordinary course have needed more at Shoranur. We are not in the circumstances inclined to blame Sergeant Andrews for omitting to make beforehand any arrangements for opening the van doors at Shoranur. We find no reason to regard his omission to do so as indicating any special callousness or indifference to the prisoners' needs. The same remark applies to Olevskot. There the risk was smaller but was still, we think, appreciable. But there is another aspect of the matter. The surviving prisoners say that even before they reached Edikkulam, the first station after leaving Thiruv, they had begun to suffer from the heat and want of air and that they called out for water at every station. The Railway staff at the earlier stations, as well as certain Europeans posted at Edikkulam, deny that they heard any noise: so also do the ones of the escort who travelled in a carriage adjoining the prisoners' van. We see no reason in all the circumstances to discredit the prisoners' own statement. We have satisfied ourselves by experiment that a noise inside the van is clearly audible outside. We do not accept the denial by the witnesses that any noise was heard and we regard it as the result of a concerted attempt to conceal the facts. At Shoranur, however, there is clear evidence that there was considerable clamour for air and water from the prisoners' van. Sergeant Andrews himself heard the prisoners asking for water. The head constable and constables of the escort also heard these though they declare that the prisoners were not calling out very loudly, and that they gave no indication that they were suffering from want of air. On the other hand, a Goods Supervisor who was on the platform (witness No. 21) was attracted by the noise from the van, and though he describes the prisoners' request for water as being uttered in normal tones, and not as if in distress, he was sufficiently impressed to offer to supply water. We have reason to think that the impression made on him by the prisoners' cries was greater than he was willing to admit when he gave evidence before us. A private traveller, Mr. Cooray (witness No. 57) was also attracted by the shouting and mentioned the fact to Captain Mathai when he reached Padanur. The prisoners themselves are unanimous in asserting that they shouted out for water at every station. Some of them declare that they also especially asked to be given air and one witness (No. 54) adds that he himself called out that some of the prisoners were dead. At Olevskot we have independent evidence that the noise from the van was such as to suggest that the prisoners were in distress. The Assistant Station Master heard a sort of screaming. A Nayar witness, a refugee who can hardly be suspected of any great sympathy with the prisoners, states that the prisoners' cries sounded to him as if they were in distress. He is corroborated by a Coker merchant (witness No. 25) and also by a Mohammedan who was on the platform. It is not possible on the evidence to define with complete certainty the nature of the clamour made by the prisoners but, apart from the evidence of the witnesses,

when it is borne in mind that the van was full of men dying for want of air, we cannot avoid the conclusion that the shouting and moaning and calls for water and air must have been so exceptional and so striking that they ought to have attracted the special attention of the Sergeant and his escort. We accept Sergeant Andrews' statement that it was usual for Mappila prisoners to call for water, and we recognize that, not having inspected the guzza lining, he had no grounds for suspecting the practical absence of ventilation. But we nevertheless consider that he was to blame for failing to take notice of the cries and to investigate for himself the reason for what, as we conclude, must have been a very unusual clamour both in its extent and in its nature.

23. Had Sergeant Andrews spoken to the prisoners either himself or through the constables of his escort, the conditions inside the van would, we believe, have been disclosed and in spite of the smallness of the escort some arrangements could doubtless have been made for affording the necessary relief. We have carefully considered what description can fairly be applied to Sergeant Andrews' conduct in the matter. We acquit him of deliberate inhumanity. How far, if at all, his action, or inaction, may have been influenced by the feeling that the prisoners were Mappilas whose conduct entitled them to little sympathy we are unable to say. But however that may be, we consider that in confining to investigate the reason for their exceptional clamour he failed in the attention which he was bound to give to the prisoners in his charge and was guilty of negligence. In so far as they failed to convey to the Sergeant the clear understanding of the position which their better knowledge of the language must have given them, the hand constables and the constables of the escort must share in this condemnation. We have informed Sergeant Andrews of our conclusion but he desired to make no further statement at the time.

24. To sum up we find—

(1) that the death of the prisoners was due to asphyxia caused by confinement in a van in which the ventilators were inefficient and were moreover blocked with paint and dust;

(2) that neither Sergeant Andrews nor the Sub-Magistrate of Tirur can be held to blame for following a practice already established and continued by superior authority, in accepting L.V. 1711 for the conveyance of prisoners on November the 18th; and that the use of a van which was in fact unfit for the conveyance of 102 prisoners, owing to the condition of the guzza lining was, so far as they were concerned, purely accidental and not due to their negligence;

(3) that the use of ventilated luggage vans for the conveyance of prisoners in an emergency was not *per se* objectionable, and that it implied neither inhumanity nor any deliberate indifference to the right of the Mappila prisoners to the same treatment as other prisoners; but that the practice of using such vans should have been abandoned as early as possible or should have been brought under proper regulation and in so far as the practice contributed to the fatal disaster responsibility falls on Mr. Evans, the Special Civil Officer, under whose authority the removal of prisoners was conducted;

(4) that an obligation to see that the conveyances used for prisoners were reasonably fit for such use lay upon the Railway Company and on their local representative, Mr. Beava, the Traffic Inspector, and that it is on them that the main responsibility for the catastrophe must lie; and

(5) that Sergeant Andrews was guilty of negligence in failing to take note of the condition of the prisoners while on the journey, as evidenced by the exceptional clamour which they made; had he done so, the disaster would have been averted or at least its consequences mitigated.

25. We enclose copies of the evidence taken before us. We also enclose a note which our colleague, Mr. Manjeri Rama Ayyar, has kindly prepared for us on the problems of ventilation and accommodation arising in this enquiry.

(Sd.) A. R. KAPPA.  
(N) M. C. KRISHNA VARMA RAJA.  
(N) MANJERI RAMA AYYAR.  
(N) KALLANI MURUGU.

NOTE BY MR. MANJERI RAMA AYYAR ON THE PROBLEMS OF  
VENTILATION AND ACCOMMODATION ARISING IN THIS  
ENQUIRY.

For purposes of comparison, I take a third-class compartment of the broad gauge which is intended to seat ten passengers. The first row in the table annexed gives us the available floor space, cubic space and ventilation space per man therein.

2. The first van selected for the conveyance of prisoners was No. 1718. The floor space available per man in this is 4456 sq. ft. as against 3756 in a third-class compartment, the cubic space, 3402 c. ft. as against 24504 c. ft. and the ventilation space, 89.19 sq. in. as against 16431 sq. in. The ventilation space in the van, however, is calculated without taking into consideration the third compartment in which the court travelled with the doors open. This gives an additional space of 49 sq. ft. and as there was free communication of air between these three compartments, the ventilation space actually comes to 809.8 sq. in. per man, that is, nearly double the ventilation space available in a third-class compartment. The journey in this van, therefore, is in point of F.S., V.S. and C.S., superior to that in a third-class compartment.

3. The last van used was No. 1711 in which the deaths occurred. The floor space in this van is 3431 sq. ft. per man as against 3756 in the third-class compartment and the cubic space 1809 c. ft. as against 24504. When the passenger traffic is heavy, it is not unusual to see these third-class compartments crowded to double the standard number. In the early days of the rebellion, when the practice of using vans for the conveyance of prisoners started, the crowding of the refugees was much worse as they fled from the rebel area. As regards F.S. and U.S. therefore the prisoners in this van were not worse off than the refugees or third-class passengers in times of heavy traffic.

4. The ventilation space in this van, however, is only 15.53 sq. in. per man as against 16431 sq. in. in the third-class compartment, i.e., only one-eighth. Even this 15.53 sq. in. was mostly blocked up with paint and dust. The window, therefore, is how as many as 30 managed to survive. Evidently the explanation is some air must have come through the gaps not entirely blocked up especially when the train was in rapid motion, through the cracks and cracks on the wooden walls and the intersperses due to the play of the door shutters. That this must have been the case, is clear from the fact that in the central compartment containing 53 or 54 prisoners only three survived (vide W. 51) because they had wall surface only on two sides whereas those in the other two compartments had wall surface on three sides. The cubic capacity of this van is only 1,809 c. ft. Each person requires 3,000 c. ft. of fresh air per hour. Thus the 100 persons needed 300,000 c. ft. Assuming the van to be perfectly airtight they had only 1,809 c. ft. which would have been sufficient for only 18.75 c. ft. seconds, i.e., the whole air in the van would have become contaminated and unfit for further breathing after that period.

5. The worst cases of overcrowding in the vans are those mentioned in paragraph 16 of our report, viz., van No. 8 with 122 prisoners on the 3rd September, van No. 1730 with 111 on the 4th of September and van No. 3 with 42 on 3rd October. Van No. 1730 had a little more F.S. and C.S. per man than van No. 1711 and van No. 8 about three-fourths of it. But still no mishap occurred on these

journeys. This is accounted for by the fact that the ventilation space in these vans was 40.25 and 47.12 sq. in. per man. Assuming that when the train is in motion air blows in through the windows with a velocity of 4 miles an hour, we find that a ventilation space of 20.44 sq. in. gives sufficient room for the inlet of 3,000 cu. ft. of air per hour. Since the same space is necessary for outlet also, it is found that the provision of 40.88 sq. in. per man will prevent all contamination of the air in the van. Both these vans had this minimum. On the other hand, van 1711 had at its best only 19.55 sq. in. per man, or a little more than one-third of this minimum.

6. An important discovery was made towards the end of our enquiry is that van No. 3, a South Indian Railway van, is not one supplied with perforated zinc sheet, over the ventilators as was first thought. This van is an exact replica of van No 1711 but for the fact that there are two small air spaces where pieces of plank are broken in so are missing. In this van on the 2nd of October, Sergeant Green conveyed 41 prisoners to Cannanore, a journey of 3 hours and 18 minutes. Sergeant Green says, "when I took prisoners in vans to Cannanore, I opened the doors at Calicut. In order to allow the prisoners to urinate, I did not push the bolt but merely fastened the door outside. This gave a little play to the doors and left a triangular opening at the top and bottom". Sergeant Green seems to have thus staved off what would otherwise in all probability have ended in a tragedy. The number of prisoners was only 43, these wooden vans were by no means airtight from the strict scientific standpoint, quite apart from the risks, cracks and the play of the doors, through which some air must have got in, considerably helped by the currents when the train was in motion and when the doors were opened at Calicut.

7. An experiment was carried out in the middle compartment of van No. 1711 to test the amount of overcrowding. It was found that 20 could sit on their benches in the compartment without discomfort, or 60 in the whole van and 25 could sit closely packed or 75 in all. If more men were to be accommodated, the new ones would have had to stand up as well as some of those already sitting.

8. In conclusion I may also mention the fact that in using baggage vans for the conveyance of men, the railway authorities contravene sections 52 and 63 of the Indian Railway Act (IX of 1880) for which penalties are prescribed in sections 55 and 64 of the same Act.

Noted by Mr. Macgregor James Agnew on the problems of ventilation and accommodation arising in this enquiry.

Number of van.	Number of men.	Floor space, square feet.		Deck space, cubic feet.		Ventilation space, square feet.				Ventilators, open, square inches (each van has 120).	Volume of space.
		Total.	Per man.	Total.	Per man.	Green.	After deduction for blocks, etc.	All the ventilators for blocks and green.	Per man.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Thalassia, local group, van. <sup>1</sup>	19	37.95	2.00	348.46	18.34	12.45	11.45	11.45	24.34	24.34	No green.
1710 <sup>2</sup> ... ..	28 prisoners and 12 guards	361	2.45	2251	81.45	41.45	37.45	37.45	37.45	37.45	8 months in the van is worse than the best.
1711 <sup>2</sup> ... ..	19	361	2.11	2480	130.45	45.45	25.45	25.45	25.45	25.45	10 months in the van is worse than the best.
1712 <sup>2</sup> ... ..	315	315	1.015	2480	7.87	45.45	25.45	25.45	25.45	25.45	10 months in the van is worse than the best.
1713 <sup>2</sup> ... ..	315	315	1.015	2480	7.87	45.45	25.45	25.45	25.45	25.45	10 months in the van is worse than the best.

Exhaustive<sup>3</sup> No. 1710.

<sup>1</sup> Thalassia prisoners brought in two out of the three compartments in the van. The best space of the two compartments is 1710, B. The worst of the two is 1711, A. The third compartment was the deck space.

<sup>2</sup> Van is filled with passengers and deck.—The van in which the deaths occurred.





## APPENDIX III.

Letter—from A. B. KNAPP, Esq., C.S.G., I.C.S., President of the Mappilla Prisoners' Enquiry Committee.  
To—F. B. EVANS, Esq., I.C.S., Special Civil Officer, Malappuram.  
Dated—the 7th December 1901.

The inquiries which my Committee have made in connection with the deaths of Mappilla prisoners in the train, lead to the assumption that at one stage at the beginning of September you directly assumed responsibility for the transport of prisoners from Tirur. It is understood that you delegated authority in this matter first to the Special Magistrate, Karkk, Kuchanak Nayar, and afterwards to the Sub-Magistrate, definitely charging each of them with the duty of looking after the transport. My Committee will be glad to receive any observations that you may wish to make on this or any other point connected with the incident. I may mention that one question which presents itself for consideration is the question why, when the despatch of prisoners had passed from military to civil hands, the usual arrangement of sending prisoners in a van was not made instead of the ordinary form of transport in a third-class compartment or carriage. It is understood that Mappilla prisoners going from Calicut transferred to third-class compartments at a special time, and that Tirur was the only starting point at which luggage vans were used.

If you prefer to make an oral statement, the Committee will be glad to arrange a sitting for the purpose.

Letter—from F. B. EVANS, Esq., Special Civil Officer.  
To—A. B. KNAPP, Esq., C.S.G., I.C.S., President of the Mappilla Prisoners' Enquiry Committee.  
Dated—Malappuram, the 8th December 1901.

I have the honour to reply to your letter, dated 7th December, in which you ask for my observations on some points raised at the enquiry.

2. You refer first to the "assumption that at one stage at the beginning of September" I "directly assumed responsibility for the transport of prisoners from Tirur." I need later on you speak of this time "when the despatch of prisoners had passed from military to civil hands." I think this is a misconception. The first batch of prisoners sent away from Tirur was believed to be 22 concerned in Ali Musliha's case; these prisoners were received by the troops, brought into Tirur by troops and police; put in the sub-jail under a police guard, I think, though the whole building, including the sub-jail was under military occupation and military guard; brought next day before a summary court created by the military commander; removed by the Summary Court Magistrate in accordance with regulations framed by the military commander; and sent from the sub-jail to the Calicut jail in accordance with the arrangements made by Government at my request or the request of Mr. Thomas, I forget which. My point is that the first despatch of prisoners by train from Tirur to Calicut was so much (or as little) in the hands of the civil authorities as any subsequent despatch.

3. As regards my own position I must state the facts as I see them, though as I informed the Committee I have no desire to shirk responsibility. The prisoners in question are persons arrested and tried under Martial Law and the ultimate authority for the administration of Martial Law is vested in the Military Commander as I possess the ultimate authority for the administration of ordinary law in the district as vested normally in the District Magistrate. This includes the transfer of prisoners from a sub-jail to a central jail, though practically in both cases the arrangements are in the hands of the sub-jail officer and the police. I was appointed Special Civil Officer for the Martial Law area attached to the Military Commander; I was also appointed Additional District Magistrate, in order that I might be able to exercise magisterial functions; but the scope of my authority has never been defined. I have given orders on various matters to the magistrate in the Martial Law area, technically I suppose under the authority of the military commander though virtually on my own. I have given no definite orders about the mode of transport of prisoners (until after the occurrence now under enquiry). This may have been an omission on my part.

4. In your letter you say that it is understood that I "delegated authority in this matter first to the Special Magistrate, Karkk, Kuchanak Nayar, and afterwards to the Sub-Magistrate definitely charging each of them with the duty of looking after the transport." I have explained that I never definitely assumed responsibility, and I do not remember ever having instructed Karkk Kuchanak Nayar to look after prisoners. All that I remember is having told Karkk Kuchanak Nayar to sit in the Summary Court Magistrate, and Narsayya Nayar to take charge of prisoners and their despatch as sub-jail officer.

5. The last point mentioned is "why the usual arrangement of sending prisoners in a van instead of instead of the ordinary form of transport in a third-class compartment," and reference is made to the fact that prisoners from Calicut went to Calicut, etc., in third-class compartments. The main reason was the question of cost; the ordinary rates, however, I believe, that there should be no mistake to every two prisoners; it was and is impossible to provide that Tirur. The number of prisoners sent away from Calicut, based on comparison with the last greater number assembled from Tirur. I have no personal knowledge of the method of transport from Calicut, as I have no personal knowledge of the method of transport for instance from Ponnani to Tirur, though I have issued orders directing the Sub-Magistrate at Ponnani

to transfer prisoners to them as I have issued orders directing the Sub-Magistrate of Tiru to transfer prisoners to Bellary; and I may say that if I had been asked on November 1st, for instance, how prisoners were being sent from Tiru to Bellary I could not have replied definitely. Whether I ought to have been able to reply definitely is another question.

6. As regards the first despatch of All Muslin and party I may say that I was present when it was decided to send them in the van, as were the Military Commander, the District Superintendent of Police and others; they were sent, I think, with the escort in the van and a door open; we appeared; we did not, so far as I remember, give any instructions as to how or to what extent such vans were to be used in future. A day or two after I was at the station when a batch of over 100 was despatched in a similar van; I think they were sent with doors closed, but am not certain. I was not specifically referred to, but I raised no objection. Whether I ought to have objected on either occasion is I think the question for the Committee to decide in the light of what I have said above.

7. I have shown this letter to Colonel Humphreys, and he has no objection to its being published as I have written.

#### STATEMENTS OF WITNESSES.

(1)

*Mr. A. B. Meera, Traffic Inspector, South Indian Railway, Tiru.*

I was at Tiru on September 1st when the question of special arrangements for the conveyance of Maypalla prisoners was first discussed. Colonel Humphreys, Mr. Evans and, I think, the District Superintendent of Police were there. I suggested writing to Calicut to leave room in a train carriage in No. 80 train to Coimbatore; but this was regarded as unsuitable as it was thought better to have a separate vehicle which would not need so large an escort. I then pointed out a cattle truck but this was regarded as unsuitable as it could only be ventilated by leaving doors and windows open. I then pointed out a luggage van—No. 1711—of the Madras and Southern Mahratta Railway. That was on the third line. It was visited and looked at and accepted as suitable and 39 prisoners were despatched in it the next morning to Coimbatore. Luggage van No. 8 which is a similar van to 1711 was despatched the following day. The station records show that it took 125 prisoners to Coimbatore. I file a statement showing all the despatches of prisoners from 2nd September 1921 to 19th November 1921. South Indian Railway van No. 4 which is a sister van to 1711 conveyed 114 prisoners from Ootacamund to Bangalore on November 4th. Of these 88 remained at Tiru.

On November 15th Sergeant Andrews and the Sub-Magistrate asked me for accommodation for prisoners en route to Bellary by the night train. The first intention was in the morning but details of the number of prisoners were not then known. Later about 2 p.m. the Sub-Magistrate mentioned the matter again and thought the number would be 300. I told him that there were only one large and one small van available, the large van being 1711 and the small one a 5½ ton van with one compartment. The prisoners not having then arrived I was told that it would be decided later on what van would be wanted. Sergeant Andrews came at about 6.45 and said that it had been decided to send only one van with 100 prisoners. The van was filled with telegraph materials (wires, bolts, etc.), and had not then been unloaded. Sergeant Andrews brought some Maypalla prisoners and supervised the unloading. The van must have been opened at about 5 p.m. for the purpose of unloading. The van was cleaned out and was disinfected with fuel. When the train arrived at about 6.45 p.m. the van was attached to it and brought to the platform. The prisoners had been marched down about quarter of an hour earlier and were sitting on the platform. I saw them put in to the van. The doors were shut and the iron peg or bolt was fastened with wire. The van was attached at the rear of the train. In front of it was the Under Guard's van (B.T.V. a Regie third and van). The escort was placed in the rear compartment of this van next to the prisoners' van. Behind the prisoners' van there was a goods truck carrying *rafles* and at the end the Guard's van.

No. 1711 had not previously been used for prisoners. I did not examine it in detail on the 15th November. It was dark by the time the unloading was finished. I have since examined it and find that the wire gauge is blacked with paint. It is also of much smaller mesh than that in any other that I have noticed.

*Further examined on 25th December 1921.*

Reynold pointing out that on 19th November 1921, there were two vans kept available which could have been used and that the requisition to me was only for one van, I do not wish to make any further statement at present.

(2)

*Sergeant A. H. Andrews, Reserve Police, Tirur.*

I have been posted at Tirur from about September 8th on special duty in charge of prisoners. About 10 a.m. on 19th November 1921, the Sub-Magistrate showed me a telegram from the Joint Magistrate, Malappuram, saying that 220 prisoners had been sent from barracks and would reach Tirur in the afternoon. The Sub-Magistrate said that he was going to wire back to Malappuram to say that the jail was already overcrowded. Later in the day he told me that 180 prisoners would be despatched to Bellary by the night train. I went to the Traffic Inspector and asked if there was a van available. He told me that there was a van containing telegraph material, and that if the van could be unloaded it could be utilized. I brought some prisoners and had the van unloaded. It must have been between 4 and 5 p.m. when the unloading began. After the van was empty, I got inside the van, looked round and tried the doors, and found nothing worthy for remark. I did not look specially at the wire gauge over the windows. The Sub-Magistrate came to the station and arranged with the Traffic Inspector for the van to be taken by the evening train. After receiving orders from the Sub-Magistrate I brought the prisoners down. That would be about 6-80. I kept them on the platform till the train came along with the van. I loaded the prisoners in the van. I had an escort of one head constable and five constables. They travelled in a third-class compartment in the carriage next to the front of the prisoners' van. I travelled in a second-class compartment further up the train.

The prisoners had had food and plenty of water at about 5 p.m. in the sub-jail. They had arrived from Malappuram at about 5 p.m. under an escort of the District Regiment. I looked the prisoners over when I received them and they seemed in good condition.

The first stop was at Kizhikkulam, but the train stopped only for about a minute or two, and I did not get out there. No report of any kind was made to me there and I had no reason to suspect that anything was wrong. The same was the case at Kizhikuram, Pellinguram and Pattambi. At Shoranur I alighted and taking two men of the escort I went to the van. I heard the prisoners shouting for water there. I had previously taken other batches of prisoners who had shouted in the same way. I told them they would get water at Padanur. We were at Shoranur at about 9-50. I did not open the van doors. I have taken prisoners in similar vans on fifteen occasions, sometimes as far as Bangalore City and have never given them water at Shoranur. I did not think there was any special reason why they should have water this time, and my escort was not strong enough to make it safe for me to open the van at Shoranur. I did not stand down as at Padanur which is out of the fighting area. The prisoners were not handcuffed. We had not been supplied with band-cuffs. There were none in the local jail.

[Note:—It was explained by the District Superintendent of Police that they had been forced by the rebels.]

At Chivakkal I again got down and went to the van but heard nothing unusual. There was not so much noise from the van as there had been at Shoranur, but they were asking for water. I told them again that I would give them water at Padanur and I wired to Padanur to have six buckets of water ready for me there.

We arrived at Padanur about 9-50 a.m. on the 20th. I got out and asked for the Assistant Station Master and got from him the water which was ready. I then went to the refreshment room and borrowed six cups and then proceeded to the van with my escort. I opened the front compartment of the van and found all the prisoners lying down; some were on the shelves. Some of them were groaning. I realised that some disaster had occurred. I immediately opened the other two compartments and found the same state of affairs. I took the six buckets of water and poured the water into the three compartments. With the help of the escort and some of the railway staff I took out some of the prisoners and laid them on the platform. I sent for the Military Medical Officer and the Railway District Medical Officer. The doctors revised as many of the prisoners as they could. The dead were replaced in the van which was brought to Tirur where it arrived at 9-30 a.m. The bodies were handed over to the local Magistrate for burial with the exception of those of three Hindus which were buried by the Police. I brought back 24 bodies. The men who were alive were taken away to Calicut by the Railway District Medical Officer. That was before I left. My escort went with them. I returned alone with the bodies.

I saw no reason to object to taking the prisoners in the van. In any case it was an order which I had to obey. When I came to Tirur in September I inquired how the prisoners were usually taken and was told by the Sub-Magistrate and the Railway authorities that they went in luggage vans, 40 to 100 or even 120 being placed in a van. On my first long escort to Bellary I took 160 prisoners in a luggage van which was generally similar to this one. They had water before leaving Tirur and again at Podanur. There was no complaint from the prisoners. They seemed quite contented and they all reached Bellary in good condition. That was by the mail, leaving Tirur at 1-24 p.m. I have taken batches of 40 to 117 prisoners in the same type of van and had no complaint or sickness.

I was twelve years in the Army as a bandman in the 1st Battalion, Middlesex Regiment. I joined the Police in 1918 and have been stationed at Calicut and Cochin—eighteen months at the former. I do not know Malayalam but can speak some Tamil. It was the head constable who told me that it was water that the prisoners were asking for at Shornur. Nothing was said to me at Shornur about the prisoners being called out at previous stations. I myself heard the word 'refrain' used by the prisoners when calling out at Shornur and understood it to mean that they wanted water. I have never travelled inside one of these vans.

When I opened the van at Podanur I found the prisoners all lying down, humped in some cases one on another. When I put them in at Tirur, they were squinting on the floor. Some were on the chairs. They were not very crowded. There were 23 in two compartments and 34 in another. I have seen 120 taken in a similar van.

I did not hear any rattling of the van doors by the prisoners at Shornur. I did not hear any one on the Shornur platform asking why we did not give water. My escort were Nayars.

(3)

*Mr. L. F. Paramaniam Apper, Stationmaster, Edakkulam*

I was on duty on the 19th instant when train No. 77 went through. I did not know at the time that it had a van with prisoners. I went to the guard's van to hand over my day's mail. The underground's van was drawn up opposite the booking office, so I must have passed the prisoners' van in going to the guard's van. I heard no noise. I do not remember seeing any constable on the platform. I had to run to give the cash to the chief guard, then rush to the underground and then start the train. I was in a great hurry, and saw or heard nothing specially to attract my attention to the van. The only other member of the staff at Edakkulam is a porter. I did not hear from him that he heard any noise. There are five sepoy of the 33rd Regiment at Edakkulam. They were on the platform.

(4)

*Mr. S. R. Serda Apper, Stationmaster, Kuthuparam*

I was on duty when No. 77 passed through my station on the 19th November. There was a luggage van at the rear of the train but I did not know what it contained. There was another train in at the same time, going towards Calicut. To start that I had to go to the rear of 77, so I must have passed the prisoners' van. I noticed no constables, heard no noise and saw nothing specially to attract attention to the prisoners' van. I have not heard any of the station staff mention that they heard any noise. The train usually stops at my station for 10 or 12 minutes but she was running late that day so she only stayed two minutes. I was in a great hurry and might not have heard a noise if there was one. I cannot remember if the sepoy were at my station that night; they were withdrawn about that time.

(5)

*Mr. P. L. Fendler Apper, Stationmaster, Pullipparam*

I was on duty on 19th November 1921 when No. 77 passed through my station. I did not know there was a prisoners' van. I came to know it only the next morning. As soon as the train arrived, I went to the chief guard's van. The underground's

van was drawn up opposite the station house. I saw no constable and saw and heard nothing specially to attract my attention. The usual stop is three minutes, but as the train was late that day she stopped only two minutes.

(6)

*G. Gopalas Nayar, head constable No. 1028.*

I was head constable of the escort that went with the prisoners on the 19th November. Nothing happened at Edakkulam. No constable got down there because there was no time. From our compartment we could hear what went on in the van. We heard no noise from the van at Edakkulam or any other station up to Shoranur.

At Shoranur the escort all got out and went to the van. The prisoners were asking for water, not very loudly but in their usual tone. They did not call out that they were dying or suffocating. We did not give water. The sergeant said there was difficulty in getting water there and that they could have it at Podanur. We told the prisoners so. We did not say they could have the water at Olavakkot. It would have taken a long time to give water to all of them. I had not previously been on an escort. I belong to Thalakudathoor in Calicut taluk. The rebellion has not spread there. No passengers came near the van at Shoranur and jeered at the Mapilla or spoke to them.

I do not know English. I understand Tamil and speak it a little. I speak to the sergeant in Tamil.

(7)

*P. Narayana Nayar, police constable No. 37.*

I was on the escort on the 19th November. I did not hear any noise from the prisoners' van at any of the stations. At Shoranur they asked for water. I heard it. I was standing near the van at about ten feet. They were not shouting for water but asked for it in ordinary tones such as I am using now. I got down also at Olavakkot. I did not hear the prisoners calling for water at Olavakkot or any other stations beyond Shoranur up to Podanur.

(8)

*K. Ramas Nambiyar, constable No. 195.*

I was on the escort on 19th November. I did not hear any noise from the van at any station up to Shoranur. At Shoranur I heard the prisoners asking the head constable for water. They asked for it in an ordinary tone. I was at a distance of two or three feet from the van. I did not get down at Olavakkot. If there had been loud shouting in the van we should have heard it from our carriage but would not have been likely to distinguish what was said.

(9)

*I. Pyra Nambiyar, police constable No. 705.*

I was on the escort on the 19th that took Mapilla prisoners to Podanur. I heard no noise in the van at Edakkulam or at any other station up to Shoranur. We could hear from our compartment if there were a noise in the van. None of us got out of the carriage till we reached Shoranur.

At Shoranur we got down and went to the van. The prisoners asked for water. They were saying many things among which I recognized the request for water. I did not recognize anything else they said. There was much noise on the platform and the engine was whistling. I have been on these escorts before. It is usual for the prisoners to ask for water. I have never travelled inside one of these vans. We did not give the water. I understood that it was because there was no time. We did not ourselves drink any water at Shoranur, nor take any food.

When I have travelled before with Mapilla prisoners they have usually made a noise at the stations and asked to be allowed to get out and urinate. There was some conversation between head constable and the prisoners in the van.

I come from Karambhrand taluk, from near Badagura.

(18)

*T. Kumbhar, police constable No. 44.*

I was with the escort on the 19th. I did not hear any noise from the prisoners' van at any station up to Shoranur. I got out at Shoranur and heard the prisoners asking for water. They did not cry out but asked in ordinary tones. I did not hear them calling out for water at any other station. I got down at Omalloor. I went near the van and heard the prisoners talking but could not distinguish what they said. They were talking in a low tone.

(19)

*P. Keshavn Nayar, police constable No. 691.*

I was with the escort on the 19th November. I have been with escorts before. Nothing special happened between Tirur and Shoranur. There was no noise from the prisoners' van at the stations; if there had been we should have heard it from our carriage. At Shoranur the prisoners asked for water. I heard it. I did not go near the van. I was standing on the platform near the door of my carriage. The prisoners were told that they could get water at Ponnalur. They asked for water in ordinary tones and did not shout for it. They did not ask for anything else. They did not say they were suffocating. One or two men asked for water; they did not all call out together for it.

(20)

*Mr. V. A. Narayana Ayyar, Assistant Stationmaster, Pattanam.*

I was on duty on the evening of November 19th when No. 77 passed through my station. When the train came in, I took my seat in the chief guard's van at the end of the train. There was a luggage van near the end of the train. I did not know what it contained. I heard no noise of any kind coming from that van. It was only when the dead prisoners were taken back the next day that I heard of the disaster. The stationmaster, Shoranur, asked me for five other for a special containing the dead bodies of the prisoners and told me some details of the affair. I was relieved at 8 hours by the stationmaster. I did not mention to him about the special train. I was not bound to tell him and did not think of doing so particularly as it was a military secret. I mentioned it to the booking clerk. No. 77 stopped at Pattanam for two minutes. The usual time is four minutes. Owing to the short stop I had to do my business in a great hurry and had no time for anything else that was going on. If there had been cries from the van, I might not have noticed them. I cannot say if there were any cries or not.

(21)

*Mr. F. Ramaswami Ayyar, Stationmaster, Tirur.*

On the requisition of Sergt. Andrews, I provided an M.S.M. luggage van No. 1714 on the 19th November 1921 as ordered by my Traffic Inspector. The prisoners were extended at the platform and were taken off by the train leaving at about 7 p.m. I was engaged in shooting and did not look inside the van after the prisoners were put into it. The van is still in the yard here. I have on several previous occasions at their request supplied similar vans to carry prisoners and my records will show the number of prisoners carried on each occasion and also the number of the van.

(24)

*Theerayyathan Pillai, Lower Rank, 83rd Madras Light Infantry.*

I was stationed at Elakkulam station on the 19th, when the evening train went through. I did not know that the Madras prisoners were in the train. I heard no shouting or other noise. I was actually on the platform. I left Elakkulam on the 22nd and it was only after I came to Tirur that I heard of the deaths of the Madras prisoners.

(14)

*Kannappa Madaligar, Sany, 33rd Madras Light Infantry.*

I was on duty at Edakkalam station on the 18th, when the evening train from Calicut went through. I was in the station room. I heard no noise of shouting from the train. I did not know that there were Mapilla prisoners in the train. I only heard of it after I came back to Tirur on the 23rd November.

(15)

*Sergeant Cooke, Reserve Police.*

I have taken Mapilla prisoners on vans of the same type as No. 1711 on about ten occasions. The longest journey I have made is to Coimbatore. The largest number I have ever taken is 123. With 122 the van was rather crowded, but not so crowded that I thought it necessary to ask for more accommodation. The number of prisoners to go on each occasion was communicated to me by the Sub-Magistrate. All my journeys with prisoners in these vans were by day, usually by the train leaving Tirur at 8-30 and getting to Pothenam at about 2-30. I used to give the prisoners water at Shornur and Olanakkott. I did not take the prisoners out but passed the bucket of water in with coconut shells to drink from.

On two occasions I and my escort of ten persons have travelled in the van with the prisoners. I did this first with the 89 prisoners who used these vans for the first time on 2nd September. The escort and I travelled in one compartment and the prisoners in the other two. We are in the front compartment and had both the doors open. On another occasion I had about 77 or 78 prisoners whom I placed in two compartments while the escort and I travelled in the third. I am not sure whether with an escort of six I should have opened the door at Shornur at night unless the prisoners were handcuffed. I would with the same escort open at Olanakkott and Pothenam as they are beyond the fighting area. I never had any reason to think that the prisoners were affected by confinement in these vans. I used to tell the prisoners when I put them in that they would get water after four stations. They were not in the habit of crying out for water. I did not wind on for water. There was no need as both Shornur and Olanakkott have water available and I was able to get a station bucket. I only used one bucket of water.

The first lot of prisoners I took was Ali Musahar's lot. Colonel Humphreys, Mr. Evans and Mr. Hitebrook were on the platform when these prisoners were loaded. In the course of my duty I inspected the doors each time and looked at the guards. I did so primarily from the point of view of security but I had in mind also the question whether the ventilation was sufficient. I think that if I had seen No. 1711 by day-light I should have doubted whether the ventilation through the guards was sufficient. I opened the doors at Shornur mainly for water but also for air. Outwardly there is nothing to suggest that van 1711 was not the same as the other vans we have been using: the only difference so far as I know was in the guards. When standing outside the van near the vestibule it is possible to carry on a conversation with prisoners inside in an ordinary tone. I put out a sentry on both sides of the van at the watering stations and it was the sentry's duty to report to me if the prisoners wanted anything. We had no latrine arrangements. It was impossible to make any. We might perhaps have taken two or three prisoners out but not all. The prisoners never gave any trouble on these journeys. I have taken prisoners on open carriages to Bellary. I took 34 to Bellary from Calicut about the middle of November. I had then an escort of one head constable and ten men and the prisoners were handcuffed together in pairs.

(17)

*Mr. P. G. Narayana Ayyar, Sub-Magistrate, Tirur.*

On 19th November at about 11-30 I received a telegram from the Joint Magistrate, Malappuram, saying that 200 prisoners were on their way to Tirur. I wired back to the Civil officer saying that the number was too large to be accommodated in the sub-jail and that Calicut jail had the previous day refused to take any more prisoners. I therefore asked for orders. The prisoners 152 in number arrived at 3 p.m. On checking them all with their warrants I found that over 100 of



there were convicts eligible to be sent to Bellary, as I decided to send 100 off to Bellary. I had had verbal instructions from the Civil officer to send prisoners to Bellary in batches of 100. I informed the Sergeant in charge that 100 prisoners were to go and left him to arrange for the van and escort. It is not my duty to arrange for the van. That is for the Police. I have once signed a requisition and that was when the Sergeant was away. I am not sure if I spoke to the Traffic Inspector about the van. I did not know that there were two vans available, one large and one small. The prisoners were fed at about 5 p.m. The warder in charge fed them. He had been given notice of men of the extra meals required. I saw the prisoners on arrival. They seemed in good condition. I did not see any sick. Those selected for despatch were selected at random. I did not hear of any prisoners vomiting on the platform before they were loaded. I did not see the prisoners loaded. I was present there next day when the dead were brought back. The bodies of the Madras were handed over to the local Magistrate for burial. Three Hindu bodies were buried by the Police. I saw the dead bodies. No attempt was made to identify them as they were Malappuram prisoners. The Hindus were recognised by their hair tuft or by the holes in their ears.

I have not been inside these luggage vans. My responsibility ends when I hand the prisoners over at the jail to the Police. The duty of seeing that the vans were travelable was not imposed on me and I am not aware on whom it rested.

(18)

*Mr. T. R. Srinivasa Ayyar, Assistant Stationmaster, Olanakhal.*

I was on duty when No. 77 went through on the 19th November. On the train arrived I went to the Chief Guard's van to obtain the late train report. When my way I saw a luggage van and some persons standing in front of it and also one Police Sergeant and two or three constables with fixed bayonets. I did not speak to any of them. I passed by the van. The constables were standing near the van, the spectators a little further away. I passed behind the backs of the spectators. I heard some noise from the van. I could not distinguish any words. I do not know Malayalam. I have been here for six months. It sounded as if people in the van were saying "O-sh." It was not a large sound and I do not suppose it could have been heard at any more than 15 or 20 feet from the van; seeing the Police I presumed that there were prisoners in the van and I thought that they were trying to excite the sympathy of people on the platform. I did not see any reason for me to interfere so I went on with my business and eventually started the train. Just before the train started the Sergeant came to me and asked me to telegraph to Podanur for six buckets of water to be ready there. The train stopped at Olanakhal fifteen minutes which is five minutes longer than usual. I have seen prisoners pass before in three vans and so far as my knowledge goes water has never been given to the prisoners here but I have only seen these vans go through four or five times in all while I was on duty. I have never seen a van opened here. I am on night duty every alternate week, from Sunday to Sunday. I was on night duty on the night of Sunday the 19th and each Sunday fortnight before that. If the Sergeant had asked me for water here I could have given it easily. I have ten buckets. The noise I heard was enough to attract my attention and had it been made from an ordinary carriage or had the Police not been there, I should have inquired about it. It is usual for people to assemble near the prisoners' vans and taunt the prisoners. My impression is that the crowd on this occasion may have been attracted by the noise from the van.

(19)

*Mr. Harihar Ayyar, Assistant Stationmaster, Marthala.*

I was on duty when No. 77 passed through my station on the 19th. It stayed two minutes. I did not notice that it had a luggage van. I did not hear any unusual noise from any part of the train. It was only two or three days ago that I heard of the death of the Madras prisoners. I have not heard any of the station staff saying that they heard any noise that night. I was at the station when a special with an engine and two vans went through on the 20th morning. We were asked for 'line clear' and gave it. I did not hear what the van contained.

(20)

*Mr. C. F. Ganapathi Ayyar, Assistant Stationmaster, Ottapalam.*

I was on duty at Ottapalam on November 19th when No. 37 train passed through. I was on the platform. I went to the Under Guard's van. I saw a luggage van which was at the rear of the Under Guard's van. I only saw it as the train stopped for a minute at the station. As soon as my business with the Guard was finished, I returned to the station house. I did not know there were prisoners in the train.

(21)

*Mr. K. F. Rama Ayyar, Goods Superintendent, Sivasamudram.*

I was on the platform at Sivasamudram on November 19th when No. 37 arrived. I saw people collected in front of a van at the rear of the train. As they were making a noise I went near and found that they were standing by a prisoners' van. I saw a constable there and understood him to be part of the escort. I saw the Sergeant in front of the last brake-van. The people I saw were jeering at the prisoners. The prisoners inside were asking for water. They were making in a normal voice, not crying out as if they were in distress. I told the passengers to cheer off. I told the constable that if necessary I could provide some baskets of water. He replied that the prisoners had had enough water at Tirur, and that they were making a noise for nothing. If necessary, he said, water would be given at Olevakkot. He told the prisoners to keep quiet and said if they did not they should have no water at Olevakkot.

I have seen other batches of prisoners go through both day and night. I have heard the prisoners howling out on previous occasions but not asking for water. I can't say what they were howling out: it may have been religious verses. I did not follow the words. After speaking to the constable I left the station. I did not mention the incident to anyone at the station or at Sivasamudram. The train stopped the usual time at Sivasamudram. The 'Jeering' at the prisoners to which I referred consisted of such expressions as 'Rama al baklats. You have killed our countrymen, you deserve this.' I heard from the van voices which appeared to be replying to their jeers, but when I got near I only heard the voices—five or six of them—asking together for water. They said 'My tongue is dry, give some water'. That was all that seemed to me a normal voice. I thought they were thirsty and I suggested that I could provide water: but it did not occur to me that they were suffering badly and I did not press the suggestion.

(22)

*P. T. Gopal's Yarnaga, Timber merchant, Olevakkot.*

I travelled from Pondicherry by the night train to Olevakkot on the 19th November. On alighting I saw a closed van and a lot of people standing by it. Some noise was coming from it. I was told that it contained Mappilla prisoners. I heard several people inside the van shouting for water. I did not hear anything else said. It appeared to me that the prisoners were crying out in distress and were suffering from thirst. I went away and went home. I did not see any police but there were many persons there and I cannot say if any police were there. The crowd was standing about a yard from the van. I did not hear the crowd say anything to the prisoners or jeer at them. I own property worth Rs. 20,000.

(23)

*Keshava Naik of Palitthal woman, Erode.*

I am a refugee in Olevakkot. I was on the platform on the 19th when the night train from Calicut arrived. I went to meet Subbaraya Naik of Tenjipalem whom I expected to come by that train. He did not come. I saw a closed van and some people standing near it. I did not see any police. I heard voices from the van calling out for water. Several persons were calling out simultaneously. They also said 'We will die if we do not get water.' I did not stay near the carriage but

went away. I told Kanna Menon about it: he is a neighbour of mine. My impression was that the Mappillas were in distress. I got that impression from the way they called out. My house has been looted by the Mappillas. I pay assessment of Rs. 5 and hold karnam lands assessed at Rs. 20.

(24)

*Pulhal Qadir Mah-ul-din Resident of Olavakkot.*

I sell miscellaneous articles on the platform at Shoremun. I was on the platform when the train arrived at Olavakkot on the 19th with the prisoners. After I had passed along the train selling my goods I went on to the train which was to leave for Palghat. In doing so I passed the van where the prisoners were. I heard a big noise from inside the van, the shouting of children and grown up men. They were shouts of distress. They were shouting for water. I did not hear them say anything else. They said they could not breathe as there was no air inside. I did not hear them say that they were dying. I stood there for some time and then went on. There were no other passengers standing by. I did not see any police. Before the van left I went away to the other train. I did not mention this to any one. I did not speak to the prisoners as I was afraid the police would harm me for it. I did not see the escort but a Brahman told me there were prisoners in the van.

(25)

*A. Ramas Varier, Police Constable No. 245, Railway Police, Olavakkot.*

I was on duty on the 19th November when the train with prisoners came in. I went near the van and spoke to the escort constables. There was no crowd of passengers near the van. I did not hear the prisoners say anything, nor any noise coming from the van. I stayed near the van for about five minutes. The escort told me that there were about 100 prisoners going to Bellary. There was a constable posted on the line on the far side of the van. I heard no sound of any kind come from the van. I do not know that the sergeant asked for water to be ready at Podanur. I know Qadir Mah-ul-din. I don't remember if he was on the platform that night. I do not know Cepala Taragan or Kunhan Nayar.

(26)

*Parakkal Ismail of Kuruvannellam amara, Malabar (one of the surviving prisoners).*

I have been convicted of taking part in the offence of burning an officer's records. I was kept in jail at Angamparam and tried there and afterwards brought to Malappuram. From there I started off with some others to Tirur. We reached Tirur at about 4 p.m. On the march our heads were tied with cloths. We got food at Tirur but not very much. We got plenty of water. When it was beginning to get dark, 100 of us were taken to the Tirur station and when the train came in, we were put into a van with three compartments. It was very crowded and we could not sit properly. It is the first time I had travelled in a train. The doors were shut and we heard that they were being secured by wire. The first time we stopped we all asked for water. We called out loud. We got no answer. We were all thirsty. At the next station we also called out. Some one outside told us there was no use in calling out as the doors would only be opened at Podanur. What we had called out was that many were fainting and should die and it was enough if the doors were left open. I must have fainted soon after for the next thing I remember is that I was at Coimbatore and was being attended to.

We were perspiring profusely and we realized that the air was insufficient and we could not breathe. We were so thirsty that some of us drank the perspiration from their clothes. I saw something like a guano over the door but with very small holes, so that no air came in. Some of us tried to pull it away but were not strong enough. We bent upon the door at the first station. We were all standing in the van. There was not room to sit. After two or three anxious men began to fall down and lay on top of each other. There was no biting that I know of. After I got to Coimbatore I was properly looked after. I am now better but feel weak. I am a scab.

(27)

*Pollathakutty Melamed Katti of Malappuram (one of the surviving prisoners).*

I was one of the prisoners in the van. I have travelled from Calicut to Ottapalam before. I am a trashy keeper at Malappuram. On this journey some of us called out at Ottapalam and said they were being choked. They said "give us water or at least open the doors". I did not call out there because calling out only made the work of breath worse. There was calling out at all the stations up to Olavakkot. At the fourth station a voice outside said that we should get water at Ottapalam. I remember some station where we stopped a long time. I did not hear anyone shouting us from outside. At some station some one said that there was no use in calling out; that we would get water at Podanur; that there was no order to open and that if we went on crying out we should be shot. It was the Sahib who said that. At one station some one said that it was only because we were in the closed van that we could not get water; if it had been another carriage we could have had it. I fainted before I got to Podanur and when I next remember anything I was on the platform at Podanur and water was being sprinkled over me.

I was convicted of having with others intercepted a letter from the Police Inspector to the Joint Magistrate.

(28)

*Kunthar Palligat Kankamed (one of the surviving prisoners).*

I remember nothing after Pallipuram. We all called out for water at Edakkulam and Kottipuram. At Kottipuram I heard some one outside saying that we would not get water there.

(29)

*Kusala Easaf of Malappuram (one of the surviving prisoners).*

I was conscious all the time. When we reached Podanur I was very weak. I remember the train stopping and then water was poured over me. My brother and I were near a door. When we left Tirur most of us were sleeping. The van was not much crowded but there was no air to breathe. After we passed two stations I lay down and tried to get air by putting my mouth over the opening at the bottom of the door. When the train was moving I got a little air that way. My brother did the same thing. Whenever the train stopped I called out for water. I remember Sivamar because it was a longer stop. I do not know whether it was there or somewhere else that in answer to our cries we were told that we could not have water and the doors could not be opened till Podanur. We said "if you don't give us water at least open and give us air, or we shall die." The reply was that whatever we did the van would only be opened at Podanur. I have no special recollection of anything happening at Olavakkot.

(30)

*Kusala Alamed, brother of No. 29 (one of the surviving prisoners).*

I remember passing Sivamar and I confirm my brother's statement. At Sivamar we cried out for a long time. After we reached Podanur, we were given tea and coffee and very well looked after.

(31)

*Kyathal Narayana of Tiruvankuppam (one of the surviving prisoners).*

I remember stopping at three stations. Then I fainted right off. People were falling on me.

(32)

*Shanki Naidu, Police Constable, No. 224 (one of the surviving prisoners).*

I was employed at Manjeri. I was convicted for looting a shop at Manjeri. We had food at Tirur. We had enough food and plenty of water. I was not tired. When we were put in the van was very crowded. I said it was too crowded. I was

in the middle compartment. We reached Edakkolam. We all called out for water. The head constable got down and said that we should get water at Shoranur. I knew the head constable before and recognised his voice. At Kottigaram and Pullipparam we also called out for water. There was no reply. At Pattambi when we called out we got the answer that we should get water at Shoranur. At Shoranur we called out and rattled the door. We got the answer that the door would be opened only at Padanur and that we must keep quiet. We had been saying "give us some water; if you cannot do that open the door and give us some air." I myself called out to the head constable "head constable! some of the prisoners are dead. Please open the door." The head constable said "Let the dead be. We will take the rest." Later when I specially spoke again, the head constable said "You have been in service, don't you know that we can't open without the sergeant's orders." The head constable knew me well and recognised me when he put me in the van. The sergeant speaking from outside said in Tamil "keep quiet". I do not remember anything special at Ovarakkot. There also we called for water. In my compartment there were five or eight men still able to cry out. I was conscious when we reached Padanur. The door was opened. I was lying on top of the rest. I crawled to the door. A constable gave me a cup of water while I was still inside the van. I asked for and obtained water again and the water sprinkled over me. I remained in the van all this time. Finally I stepped out by myself. After I had been given a cup of water, a bucket full of water was brought and sprinkled by hand over the men lying in the van.

After we reached Padanur we were properly attended to. Out of the about thirty men in my compartment I knew of only three survivors. I was near a door and got some air by putting my mouth close to the opening at the bottom. The doors were a little loose.

(33)

*Withal Kumbhar (one of the surviving prisoners).*

I remember passing only two stations.

(34)

*Paragolantadipal Alaballa (one of the surviving prisoners).*

I remember passing two stations at each of which we called for water.

(35)

*Kayapurambath Kuvil Marthayer of Kuvimbolam  
(one of the surviving prisoners).*

I remember up to Shoranur. When we shouted out there for water some one replied that we could only have it at Padanur. My karnavan was then dying with his head on my lap. We called out "if you cannot give us water at least let us have air. You can tie us up, legs and arms." The answer we got was "we are not going to tie up you. Be quiet."

(36)

*Kellidil Unnan of Malayparam (one of the surviving prisoners).*

I remember three stations at all of which the others called out for water. I did not get out as my tongue was dry.

(37)

*Paradatil Firas Katti of Foraka (one of the surviving prisoners).*

I remember up to Shoranur. When we called out there for water we were told from outside that, however much we called, we could only have water at Padanur. We had called out that we were choking and that if we could not get water the doors should be opened and some air given. A policeman replied that if we made so much noise there were troops travelling in the train who would shoot us.

(38)

*Takkaji Kanchitha of Chennaisaeri (one of the surviving prisoners).*

I remember up to Pattambi. At almost all the stations we cried out for water and we received the reply from outside that it could not be given till we reached Podanur.

(39)

*Kakkuretha Kapa Katti Thangal of Chelakara Cochin State  
(one of the surviving prisoners).*

I remember the journey as far as Podanur. I was in the middle compartment, near the door. When we called out for water at the stations up to Pattambi, I heard no reply. At Pattambi some one replied that we should have water at Shommar. At Shommar some one said the halt was too short and we could have water at Ottapalam. At Ottapalam we all cried out together. I did not hear the reply because everybody in the van was crying out. Besides asking for water we asked that the door might be opened to give us air. We got no answer to that. At some stations some one banged at the door and said that, if we made so much noise we should be shot. At Shommar some people outside jeered at us and said "Have you not guns and swords? Are you not Kiliashat people? Can you not take water by force." I cannot say whether it was passenger or police, who said this. From the way they spoke I thought they were Hindus.

(40)

*Serankkai Mawmad of Chennaisaeri (one of the surviving prisoners).*

I remember as far as Pattambi. We shouted for water and (at Pattambi, I think) were told that we would get water at day break.

(41)

*Capt. Mathai, I.M.S., Commanding, Base Hospital, Podanur.*

At 1 a.m. on the 20th November I received a message from the Station Master, Podanur, saying that 100 prisoners had arrived in a state of collapse and died, and asking me to come. I went to the station with medical equipment, stretchers and ward orderlies. On arrival I saw about a dozen bodies laid out on the platform. Four were dead, some were in convulsions and some were dying. At the platform I saw a luggage van. On looking into it I saw three compartments full of prisoners; they were lying one on top of the other, some of them screaming and groaning. I called the Synderby to come and help me to take them out. They would not, so I and my orderlies began to do so. Before I had finished Dr. O'Connor, the Railway Doctor, came. In the meantime I had set to work to resuscitate those who were still living. I used artificial respiration and administered hot coffee, etc. I and Dr. O'Connor eventually separated the dead from the living. The former were put back in the van which was later sent back to Tirunelveli. The living were kept on the platform and eventually were put into another train and taken by Dr. O'Connor to Coimbatore. I cannot say exactly how many dead I saw.

I formed the opinion that they died of asphyxia caused by overcrowding in an ill-ventilated wagon. If as a medical officer I had been asked whether the van (1711) was fit to carry 100 prisoners for a journey of two hours, I should have said "No." I travelled in the three vans (1711, L.V. 7 and L.V. 8) when they were tested recently. There was a considerable difference in the amount of ventilation in the three vans owing to the difference in the make of the gauge, though I personally do not think that any of them was fit to carry 100 prisoners on any journey. I personally as a medical man should not say that the vans were fit to carry human beings even if the gauge were removed altogether.

(42)

*Mr. J. A. Netto, Assistant Station Master, Podanur.*

I was on the platform when train No. 77 arrived from Tirur at 6.35 hours on 20th November 1931. I met Sergeant Andrews as he stepped from his carriage and showed him where the water was which I had got ready for him on a telegram from

Olavickot. He asked me for some cups and I arranged for some to get them from the refreshment room. At this time I was standing near the van. Before he came I heard a strange and unusual noise from the van which sounded like moaning. So I asked the head constable to open and see what was the matter. He did so and we found the prisoners all collapsed. By that time Sergeant Andrews had come up. We opened the other two compartments and found the same state of affairs. I at once sent a message to the Military Doctor and the Railway Assistant Surgeon. I continued to help in getting out the bodies until the survivors were taken to Coimbatore and the dead bodies sent back to Tirur.

(43)

*Mr. G. W. Clements, Superintendent, Criminal Jail, Coimbatore.*

On the morning of the 26th of November I received into my jail 25 Mappilla prisoners committed to Bellary who were loaded to me by the District Medical and Sanitary Officer. These were brought from Coimbatore station in a lorry. Later in the morning I admitted two more and on the 28th I admitted another three. The last five had been kept in the Civil Hospital before they were sent to the jail.

The thirty prisoners were all placed in the Jail Hospital where they still remain.

(44)

*Major Forrest, I.M.S., District Medical and Sanitary Officer, Coimbatore.*

On the morning of 30th November, I received a telegram from Dr. O'Connor saying that he was bringing a convey of sick Mappillas to Coimbatore by train and asking me to meet him. I did so and got to the station at 5 a.m. The train was already there. Dr. O'Connor told me that he had 44 Mappilla prisoners on the train. I left him to evacuate the train and went away to arrange for the reception of the prisoners in Coimbatore. I went to the jail and arranged for the reception there of those well enough to be sent there. I also went to the hospital and got wards ready for the sick prisoners. I also went to the mills and borrowed a motor. Then I went back to the station and found the prisoners all out of the train. Those who could swallow were being given water, hot milk and hot coffee. Six of the prisoners died at the station and were not removed to the hospital. Thirteen were taken to the hospital. Twenty-five were sent to the jail. Of the thirteen taken to the hospital two died on arrival there, two were sent to the jail later in the day, four more died on the afternoon of the 26th and two on the 28th. The remaining three were transferred to the jail on the 28th.

I formed the opinion that the men I saw all died of heart failure the result of CO<sub>2</sub> poisoning. I have since seen the result of the post-mortem held at Tirur on three of the bodies taken back there. Judging from my experience of the prisoners who died here the report is what I should have expected and I agree to the conclusion arrived at that death in those cases was due to asphyxia. Among the prisoners I saw there were no external injuries except a few slight abrasions. So far as regards the prisoners who arrived at Coimbatore there is no truth in the statement in the Pioneer that there were marks of bites all over the body and that they were mangled.

As a medical man I should not consider that any van of this type was fit to carry 100 prisoners on any journey. I cannot suggest what number if any could be safely carried. If I had been consulted I think I should have objected to the use of these vans for prisoners.

(45)

*Chargath Kunhanna of Angad (prisoner in Coimbatore Jail).*

I came in a closed van\* from Tirur to Coimbatore on 19th October. Wind was coming (i.e. there was air). The doors were not opened at Shornur or Olavickot. At Polanur we got water. While the train was halting we were perspiring and choking. When the train was in motion we got air. Nobody fainted.

\* L.F. 4. It carried 100 prisoners.

(46)

*Chapparambdi Isai of Kattipara (prisoner in Coimbatore Jail).*

I came in a closed van\* from Tirur on 19th October. It was not opened anywhere on the journey. We got water at some station.

(47)

*Akkirudathala Nalavad Estli of Kattipala (prisoner in Coimbatore Jail).*

I came here in a closed van\* from Tirur on 19th October. It was not opened on the way and we got no water.

(48)

*P. Amma of Odalar (prisoner in Coimbatore Jail).*

I came from Tirur in a closed van\* on 5th October. The Police did not travel in the van. The van doors were not opened at any place. We got water when we reached the jail.

(49)

*K. Arula Estli of Kappur (prisoner in Coimbatore Jail).*

I came from Tirur in a closed van.\* The Police did not travel in the van. The van doors were not opened at any place. We got water when we reached the jail. Two of us fainted and it was only after we reached Coimbatore that we were able to get up. We all thought we would die.

(50)

*Pallatathil Alaval of Kappur (prisoner in Coimbatore Jail).*

I came in a closed van\* with the last witness. I fainted and only recovered at Coimbatore. I sat on the platform for an hour before we marched to the jail. By the time we marched to the jail I was all right.

(51)

*Mr. G. M. Salisbury, Judge, Coimbatore.*

We have had several batches of Mappila prisoners. So far as I know none have ever arrived in bad condition. The Sergeant accompanied the escort to the jail. We have never had occasion to point out to the Sergeant that the prisoners were in bad condition nor to make any such report to the Inspector-General of Prisons or the Police.

(52)

*Dr. J. A. O'Connor, M.B., Ch.B., District Medical Officer, South Indian Railway, Pondicherry.*

I was called to the Railway station at 2.40 hours on November 29th by a message from my Assistant Surgeon. I went at once and on arrival found Captain Mathai and my Assistant Surgeon and the Railway and Military medical staff engaged in attending to the Mappila prisoners. The removal of prisoners from the van was in progress. I found 70 Mappilas laid out on the platform. Of these I estimated that 10 were already dead. With a few exceptions those in the van were dead. I myself attended to the work of resuscitation and then ordered a special train to take the survivors to Coimbatore, at the same time sending a telegram to Major Forrest, District Medical and Sanitary Officer, telling him that I was bringing a Mappila sick conveyer to Coimbatore and asking him to meet me. I finally at 4.30 a.m. took 44 survivors by train in third class to Coimbatore. Six died on the platform at Coimbatore. I remained until the removal of the sick had been completed which was about 6.30.

I can absolutely contradict the statement in the *Phoenix* that several prisoners hit each other so severely on all parts of the body that some dead bodies were recognized beyond recognition. There were a few superficial scratches and friction marks but no other external marks of violence. There were no walking cases at

\* L. V. and A. D. together took 132 prisoners off this journey.



**Podamr.** At Coimbatore some of the prisoners were able to go from the carriage with assistance. There was no light in the van. There was a small circular opening in the roof intended for a lamp but closed with gauze which was checked with dust or paint. It was of about six inches diameter.

I saw several of the prisoners die and I formed the opinion that the cause of death was apoplexy due to overcrowding in what was practically an airtight van. The men seemed to me of good physique. I went into the van as soon as I reached the station and made a hurried survey. I inspected it again later at greater leisure.

**Q.—(By Mr. Manjeri Hanu Appa).**—If the gauze were removed from all the doors, could this van be used with safety for the transport of human beings?

**A.**—Certainly not.

Given the measurements of a van and the number of persons placed in it, it is possible to calculate what physical processes would go on inside it. I was one of the party which made an experimental journey in baggage van No. 1711 and two other vans. I travelled for two miles in baggage van No. 1711 with about seven or eight others with the doors shut. I felt most uncomfortable. In the other vans I was much more comfortable but not comfortable. In these vans there was air coming in but not in No. 1711 and the conditions were quite different. Even in these other vans it would be unsafe for 100 people to travel for two hours with the doors closed. I would expect them to feel a certain amount of distress; it would depend on their condition whether they exhibited signs of distress or fainted.

(53)

*M. Hartigan, Sergeant, Revenue Police, Malabar.*

I have three times escorted Mappila prisoners from Tirur—once to Coimbatore and twice to Bellary. The journeys were by No. 11, Mail. The escort on each occasion consisted of one head constable and five constables. Neither the escort nor I travelled in the prisoners' van. I did not notice any difference in the vans.

On each occasion I supplied two kerosene tins of water at Tirur and put them in the van with coconut shells and jow trees to drink from. On the first journey I opened the van at Shoranur to see if the prisoners had enough water. I opened also at Ollavakkot. On the other two occasions I opened at Ottapalam instead of at Shoranur, as I had to pick up prisoners there. I again opened at Ollavakkot.

I have taken a batch of venetian Mappila prisoners from Coimbatore to Bellary on November 15th. I took them in a third-class carriage with an escort of one head constable and nine constables. Prisoners for Bellary were taken in a van only as far as Bangalore. From there owing to the change of gangs, they were taken on in third-class carriages. The Mysore Police supplied men at Bangalore to make up the escort from there to Bellary. The proper strength is four constables to ten prisoners.

I never inspected the gauze inside the venetians. I saw it but never looked at it, to see the result.

(54)

*E. Crum, Sergeant, Revenue Police, Coimbatore.*

I have been stationed at Tirur and engaged in the charge of Mappila prisoners and have escorted several batches from Tirur to Cannanore and Coimbatore. My first lot on 14th September 1921 consisted of 150 prisoners equally divided between two vans. I only had the usual escort—one head constable and six constables. I opened the vans at Shoranur, and gave water and also asked at Ollavakkot if water was needed. I did this on the occasion of each journey. I opened half a door at Tirur, having made the prisoners sit down before I opened. When I took prisoners in vans to Cannanore I opened at Coimbatore. In order to allow the prisoners to urinate I did not push the bolt but merely fastened the door outside. This gave a little play to the doors and left a triangular opening at the top and bottom. I also escorted prisoners to Mysore and I opened at junction stations as I thought necessary. I have taken prisoners from Coimbatore to Bellary. The largest number I have taken

was, I think, either 38 or 42. They were special railroad coaches. They went in a third-class carriage and were handcuffed and I had an escort of one head constable and twelve men.

*By Mr. Rama Appa.*—The prisoners taken from Tirur were not handcuffed. They never gave me any trouble. On one occasion I was given a cattle truck to take prisoners to Cannanore. I cannot say who had requisitioned it. It was an iron truck with no windows and I had to keep the doors open and place two of the escort inside. I was given a military escort on this occasion. Neither my escort nor I ever travelled in the van with the prisoners. I remember taking one batch to Vellore by the night train. I did not open the van then at Shornur because the prisoners had food and water before they left. I visited the van at Shornur and Olavakkott but had no occasion to open. I did not hear a murmur.

(33)

*Sergeant A. Linn, Reserve Police, Cannanore.*

I have been stationed at Tirur in charge of prisoners. I went there on the 1st September for the purpose of taking an escort. I left Calicut by No. 88 train and reported myself to Mr. Hitchcock at Tirur and went on by the same train. The prisoners were not loaded when I got there. The van was first attached to the train and then the prisoners were loaded in the presence of Messrs. Hitchcock and Evans and some military officers. One hundred and twenty-two were loaded in one van. The van had four doors altogether. There were no compartments inside. I did not open the van till I reached Coimbatore. I got out at Shornur and went to the van. I did not hear any shouting for water. At Coimbatore some of the prisoners showed signs of being a little cramped from the journey. I handed them over to the Coimbatore Reserve Inspector. My escort was one head constable and two men. The prisoners seemed rather closely packed when put in but they went in quite quietly and gave no trouble. I marched them in by fours and they found their own places. Some were sitting and some standing, about half and half I think. I took three other batches on other occasions but of smaller numbers, about 45. I never opened the doors on road. I never noticed the guards inside the doors at all.

*By Mr. Rama Appa.*—Of the first batch half were handcuffed and half were tied hand to hand with cloths. I don't think the cloths were untied on the journey. I was supplied with four locks by the Sub-Magistrate. I attached these but did not push the bolt at the bottom of the door. I did this to allow a little play in the doors and a crack by which air could get in. Even on the two occasions when I took only about 45 prisoners I left the bolt free so as to leave an air opening.

*By Mr. Krishna Varma Raja.*—The prisoners were not very thirsty when they reached Coimbatore. They gave no trouble and asked for nothing. I did not notice if there was any ventilation or other opening on the roof of the van.

(34)

*Major-General G. G. Sifford, C.B.I., Surgeon-General to the Government of Madras.*

I have seen L.V. 1711 in which the prisoners travelled. I have made short experimental journeys in that and in two other vans of similar style. In company with about eight other officers, including Mr. Norman of the South Indian Railway, Major Forrest, Captain Methel and Mr. O'Connor I made a short journey from Polanur to L.V. 7. The doors of this van were lined with a large mesh wire gauze. Although it was the middle of the day and the sun was shining brightly we experienced no discomfort. We were convinced that a large number of men could safely be transported in that or similar vans. We also travelled in L.V. 4 in which the doors were lined with perforated zinc which had been partly torn away. A considerable amount of air came in but not so much as in L.V. 7 and we felt that although it would be very uncomfortable to travel in such a van no danger to life

*\*The loaded prisoners in two vans.*

would take place even if the van were filled with people sitting down. In L.V. 1711 the conditions were entirely different owing to the smallness of the van and to the fact that it was choked with paint and dust and I do not consider that it was fit even for a single person to travel in. It was practically a closed box.

I see no objection to the use of luggage van as such for carrying passengers in emergency provided that there is ventilation. It was constantly done during the war and in England, to my knowledge, hospital trains were sometimes composed of milk vans without any structural damage except the provision of electric light. I made an enquiry at Colombo into the cause of death of the prisoners. I saw the survivors. I agree to the general description of the cause of death as Asphyxia, but from the condition of the survivors I consider that they were also suffering from heat exhaustion. Even if the gauge is L.V. 1711 I had not been choked with paint and dust. I do not think it would have been safe for the carriage of human beings. I consider that in sending 122 persons in L.V. 4 on a journey of five hours a considerable risk was taken. It would depend largely on the weather and wind conditions whether they got through without distress or danger. The fact that there was no gauge reduced the danger. If there had been gauge of the same nature as in 1711, even though not choked up, there would certainly in my opinion have been a liability.

For a journey of five hours or so I consider that 8 sq. feet of floor space would suffice for each person, though it would not be comfortable.

(57)

*G. H. Corry, Ruler Major.*

I travelled from Ernakulam to Coimbatore on the night of November 19th. I changed trains at Shoranur. The train from Coimbatore was at the platform when I arrived there. I walked across the line at the rear of the train. I saw a lot of people standing near a covered wagon and I heard people from inside the wagon shouting for water. I understood Malayalam. They were shouting loud. I knew that they were prisoners. I only heard the shout "water". I did not hear them calling out for air. I did not see the police, but they could have been there in the crowd without my seeing them. I heard this as I was passing by. I did not stop but hurried to my compartment. I got out of the train again at Olanoket and I again heard a noise from the van but I did not then hear any call for water. I could only hear a noise. I did not go close to the van, but went in the opposite direction. At Olanoket also there was a crowd outside the van. I stayed and helped with the prisoners at Polanur. I told Captain Mather that I had heard the shouting.

(58)

*Col. E. T. Humphreys, C.M.G., D.S.O., Commanding Malabar Column.*

I was aware the prisoners from Thrur were being taken away in luggage vans. I saw some of the vans and recognized that they were ventilated vans. My attention was not drawn to the gauge lying. I regarded the prisoners once they had been placed in the subject as being in the hands of the Civil authorities. I do not remember having taken part in the selection of the van which took A.B. Muralidhar and his gang to Coimbatore. Considering the conditions at the time I consider that, unless it was possible to provide a large escort, it was wise to send these prisoners in a closed conveyance. I see the regulation for a truck for 100 prisoners issued from my office on September 3rd and signed by my Staff Officer. I cannot say why it was signed by him but at the time things had not shaped themselves down to the normal and there was then no clear definition as to the division between Civil and Military work. I did not move my headquarters to Malappuram till late in September. I do not regard the selection of a luggage van by me or my officers as having deprived the Railway authorities of the right to object to its use as being contrary to their regulation. That would only be the case if a Military Law regulation or order had been issued. The incident of September 3rd did not represent a Military Law order. It asked for a truck for 100 prisoners but I should have expected the Railway if they had no van fit to take 100 prisoners to say so and supply more than one van.

(38)

*Mr. F. R. Evans, C.S.I., Special Civil Officer, Malappuram.*

I am Special Civil officer in the Martial Law area. I am also Additional District Magistrate and as such could exercise magisterial power but no definite administrative powers have been assigned to me.

I have no definite recollection of the selection of the luggage van for the conveyance of Ali Musahar and his gang to Coimbatore. I do remember some discussion about cattle trucks. I also remember a discussion about escorts in connection with the use of a closed van in preference to an open conveyance for prisoners. I saw a large number of prisoners (I think 122) sent in a van one day early in September. I saw them while they were being loaded. I did not look inside the van. I saw nothing to object to. My impression is that the doors were wired together so as to leave them ajar. I cannot say on whose responsibility the various desperadoes of the prisoners should be regarded as being made. In one sense it was the military authorities as the prisoners were conveyed by Summary Courts but I admit the force of Colonel Hampshire's contention that his responsibility ceased when the prisoners were lodged in the sub-jail. I am inclined to think that the details of the removal of prisoners were in the hands of the police more than in those of the sub-jail Superintendent. So far as I know no complaints about the method of carrying prisoners in vans were ever made. Until I saw L. V. 1711 after the catastrophe I was not aware that the vans were lined with guns. I was not personally aware whether the system of using vans had been continued or not. There was the military headquarters up to October 14th.

As Civil Advisor to the Military Commander I should say that the existence of Martial Law did not override the ordinary rules or practices of railway authorities, unless a regulation or formal Martial Law order were issued.

(39)

*Mr. R. H. Hildcock, District Superintendent of Police.*

I have no recollection of having taken part in any discussion regarding the despatch of Ali Musahar and his gang from Tirur to Coimbatore. I do remember seeing one large batch of prisoners loaded at Tirur at the beginning of September. I remember that I gave some orders as to the guarding of the van at the side away from the platform at stopping stations. I also remember some discussion about the fastening of the doors with wire. I do not remember if there were any partitions. I saw the prisoners get in and myself gave orders as to the way that they should be searched in. I did not get the impression that the van was overcrowded.

The use of vans for prisoners was desirable in order to save escorts. The Reserve Police (I think two companies, two head constables and ten men) were posted at Tirur for the purpose of escorting prisoners away. Prisoners taken from Calicut travelled with larger escorts than from Tirur. I have no personal knowledge of the Calicut arrangements. I could not spare more men from the reserve from Calicut as the reserve there was already very low and had very heavy duties in connection with the Tribunal. The work for the Tribunal varied from day to day and it was necessary to keep a sufficient reserve to meet their demands. The question of augmenting the strength at Tirur and so making it possible to abandon the use of vans was never raised so far as I know. Before the disaster occurred, I regarded the luggage vans as in the circumstances a suitable form of transport. I never had any report that prisoners had suffered in the vans.

From the beginning of the outbreak I have been engaged continuously in aiding in its suppression. I have been mainly with the Military and have been given an additional District Superintendent of Police to carry on the ordinary duties of the division.

*Mr. Evans Appen.*

My attention was never drawn to the existence of the guns in the vans. When I say I considered vans suitable for prisoners I mean that the fact that they were vans did not render them unsuitable provided of course they were ventilated. If the

prisoners had been handcuffed it would not have affected the strength of the escort if they were travelling in open carriages. They would still have needed a full escort. I consider that the transport of Mapilla prisoners through the rebellion area in open carriages even if they had been as they now have would have been inadvisable in the early days of the rebellion but they should be seen and an attempt made to rescue them. There was one instance between Ciliat and Cannanore where I had to order the windows to be closed because people on the platform had tried to communicate with the prisoners.

(61)

P. Narayana Sundar, Railway Police Constable No. 165.

I remember the Mapilla prisoners being taken from Tirur on November 16th. I heard them calling out for water at Shoranur. Many were shouting. I had travelled before in a train which carried prisoners and have sometimes heard them calling for water. I have seen water given them at Shoranur. The police used to bring it. I left the train at Shoranur.

(62)

C. Kannaiah Nair, Railway Police Constable No. 126.

I remember travelling in the train with the Mapilla prisoners on November 16th. I travelled from Shoranur to Podanur. I heard them calling for water at Shoranur. They were calling loudly. I heard them calling also at Olanakkott. At Shoranur and Olanakkott I heard the prisoners hammering on the walls of the van. I had seen Mapilla prisoners taken in the same way on previous occasions. I had no reason to think that this was any different.

(63)

Proceedings of Joint Enquiry, Class L-2, held at Podanur on the 24th and 25th November 1921.

By Committee formed of—

Mr. C. Crispin, Loco. and Carriage Superintendent—President.  
Mr. A. W. Acres, General Traffic Manager.  
Mr. C. E. R. Newman, L.M.S. (Det.), Civil Medical Officer. } Members.

Also present:—

Mr. A. R. Kington, Special Commissioner, Malabar.  
Mr. F. Boyce, Superintendent, Railway Police.  
Colonel K. Ramaswami, M.A., D.S.O., Senior Government Inspector, on duty.

Nature of accident.—Death of Mapilla and prisoners in Malabar and Southern Malabar Railway, Luggage Van No. 1731 whilst being conveyed from Tirur to Bellary; at or between stations—between Tirur and Podanur; time and date of occurrence, about 6.40 a.m., 29th November; No. 77 train, name of accident, see finding; time taken in clearing the line, nil; damage to rolling-stock, nil; damage to permanent-way, nil.

Emergency history.—One hundred Mapilla prisoners, under police escort, were loaded at Tirur in M.S.M. Luggage van No. 1731 for conveyance to Bellary after the van was attached to No. 77 train which left Tirur at 12-15. On arrival of the train at Podanur at 6-33 hours on the 29th November, the van was opened for the purpose of providing the prisoners with water, and it was then found that the vehicle had been either derailed, derailed or overturned. Fifty-six were actually found dead at Podanur, and six died subsequently on the platform at Coimbatore where the survivors were carried by special train for treatment in the Coimbatore hospital.

List of witnesses examined with their names.

- (1) W. R. J. Mallows, Acting District Traffic Superintendent, Cannanore.
- (2) A. H. Davis, Traffic Inspector, Shoranur.
- (3) J. A. O'Connor, District Medical Officer, Podanur.
- (4) L. Brown, Second-grade Guard, No. 77 train, Calicut.
- (5) Shukh Abdulah, Fourth-grade Guard, No. 77 train, Calicut.
- (6) J. A. Netto, Assistant Stationmaster, Podanur.
- (7) K. V. Rama Ayyar, Goods Supervisor, Shoranur.
- (8) K. N. Sankara Ayyar, Acting Assistant Stationmaster, Shoranur.
- (9) T. R. Srinivas Ayyar, Assistant Stationmaster, Olanakkott.

*Disposition of motor No. 1.*

Name, W. St. J. McIlwanna; nationality (or caste), European; designation, Acting District Traffic Superintendent; salary, Rs. 532-4-Rs. 325 Acting allowance; Headquarters station, Coimbatore; age, 35 years; total length of service, 18 years; length of service in present rank, 11 months.

Luggage vans are always requisitioned for conveyance of prisoners being considered the most suitable type of vehicle for the purpose. When the question of conveyance of Myslipa prisoners first arose after satisfaction of communication, it was not considered feasible to dispatch them in third-class coaches, owing to the large escort which would be required. We were asked what vehicles we could provide in which prisoners could be lodged, without any chance of escape as "rats", and which would enable them to be sent under the guard of a small escort only. Coated goods wagons were rejected as the doors or windows would have to be left open through which prisoners could escape. Luggage vans were therefore selected as being the only type of vehicle which could easily be locked up, and at the same time give means of ventilation through the ventilators. Numbers of luggage vans have been dispatched from Tirur with prisoners, both to Coimbatore and Chingleput, and on some occasions to Bellary, but this is the last occasion on which there have been any casualties. At the request of Mr. Evans I have visited to the Agent to have four unit coaches fitted up as prison vans. This was on the 20th. Until then was done Mr. Evans advised me that he would limit the number of prisoners in any luggage van to 50 only.

*Commented by the General Traffic Manager.*—I was not a man who chose luggage vans as being the most suitable type of vehicle for the conveyance of prisoners, but when I got to Tirur on the 2nd September, I was advised by my Traffic Inspector that one had been selected by the Civil and Military authorities and had left with prisoners. The requisitions for books for the conveyance of prisoners were made by the Civil and Military authorities direct to the stationmaster concerned.

The loading of prisoners was done by the Police. I have on two occasions only raised objections whilst witnessing the loading. On one occasion at Tirur a carriage truck for prisoners was attached as no luggage van was available. Both the Police Sergeant and I considered the ventilator insufficient when closed up, and after some discussion I agreed to let it go with one door left open, some of the night riding in the truck. This was on 15th September.

Again on the 25th September I was travelling by No. 11 Mail to Pollachi. Two luggage vans had been attached to the train on the requisition of the Police or Magistrate at Ottapalam to convey prisoners from there to Pollachi. I watched them being loaded, and finding the number more than could be accommodated—namely 122 in the two vans I occupied a third-class carriage finding the passenger accommodation elsewhere. I occupied two compartments, I think, and gave the extra accommodation to the police.

On the occasion of the fatality, I mentioned that no written requisition was received

*Answer.*—Two of the original requisitions were treated in and are attached to the proceedings. In each case they are in the form of a demand for a truck for a specified number of passengers.

W. St. J. McIlwanna.

*Disposition of motor No. 2.*

Name, A. E. Evans; nationality (or caste), European; designation, Traffic Inspector, salary, Rs. 280; Headquarters station, Coimbatore; age, 37; total length of service, 11 years 4 months; length of service in present rank, 20 months; previous service, Stationmaster.

It was on the 1st September that the question of special arrangements for the conveyance of Myslipa prisoners by train was first discussed. I was present at Tirur on that day, and was told that accommodation was required for 16 prisoners to Coimbatore. I think it was Colonel Humphreys who asked me how I proposed to send them. I suggested writing to Calicut to have some of the train carriages of No. 25 train on the 2nd, but he said he would rather have a separate vehicle that would not require so large an escort. I pointed out a wooden C.G. cattle truck, but this was also considered unsuitable as the doors and windows would have to be left open. I then pointed out a luggage van, which was accepted and the prisoners were dispatched on it the next morning. A similar van was dispatched on the following day.

*Commented by the General Traffic Manager.*—I remember definitely that Col. Humphreys and Mr. Evans among other officers were present at the selection of the luggage van as the only suitable type of vehicle in the past, for the conveyance of prisoners, and I think they were also present the next day when the prisoners were loaded. From that day forward luggage vans have been regularly used for this purpose—both South Indian Railway and Madras and Southern Mahratta Railway. South Indian Railway luggage van No. 4 which is a motor van to 1713 Madras and Southern Mahratta Railway conveyed 124 prisoners on the 4th November from Ottapalam to Bangalore City "as rats" to Bellary.

*Over examined by the Chief Medical officer.*—The majority of vans used for conveyance of prisoners belong to the South Indian Railway. In a good many cases the guards are provided not over the ventilators in the train, the metal over the ventilators in van No. 4 is new form. I cannot say if it was born on the 4th November.

Van No. 771 contained telegraph stores and arrived at Thur by No. 12 Mail (12-25). At about 2-30 p.m., the Sub-Magistrate and Surgeon Andrews told me that there were about 200 prisoners coming from Molepattanam who had to be sent to Bellary by the night train. I pointed out to them that there was only one large and one small van available. The Sub-Magistrate asked me how many I could send in them, and I replied that it was left to him as to how many he put in. About 11-15 Surgeon Andrews came and told me that only six men were required as they were only going to despatch 200 prisoners. I pointed out that the large van was not suitable, and he undertook to unload it with Mappila prisoners. The unloading was started about 17 o'clock and completed about 18 o'clock. The van was cleaned out, and placed ready for being attached to No. 77 train. It was attached to the rear end of the train, the third vehicle from the rear. The prisoners were loaded after the van had been attached to the train. The three double doors of the van on one side were open during unloading, and remained open until the van was shunted on to the train. The back of prisoners did not stick out as being so robust as previous batches, and I noticed that one or two had vomited whilst sitting on the platform.

*Commented by the General Traffic Manager.*—The first luggage van selected was looked at by the Civil and Military authorities before it was accepted, but I cannot remember whether it was minutely examined.

A. H. RAYNE.

*Deposition of witness No. 2.*

Name, J. A. O'Connor, nationality (or race), European; designation, District Medical Officer; headquarters station, Podunur; age, 38 years; total length of service, 11 months.

I was called from my house to the station at 8-45 o'clock, on the 26th, by a messenger from the Railway Assistant Surgeon. I arrived at the station at 9-55, I found about 70 Mappila prisoners lying on the platform. About 30 of the 70 were already dead. The remaining 40 were distributed in the three compartments of the van, and with the exception of about five all these were dead. Those who were alive were subsequently removed. When I arrived I found that medical and nursing work was being carried out by Captain Methel, I.M.S., by Assistant Surgeon (Bellary), Podunur, and Bellary. Assistant and Private Starke, R.A.M.C. From 9 to 10 the sick wards were already burning on the platform, and kindly and his wife were being distributed to the sick. I took over charge, and directed medical work amongst the living and segregated the dead. I deputised Captain Methel and Assistant Surgeon Gomez (who had now arrived) to the duty of pronouncing life extinct in the cases that were dead. This was done in order to make sure that no cases could be overlooked. The dead left in the van were examined, and after dead were placed there heads down. In the case of the survivors, artificial respiration, heart massage, cold effluvia and stimulation was resorted to. By these means many apparently dead were revived. I arranged for a special train to take the survivors to Chikabatur and went with them at 4-30. Major Forrest, District Medical Officer, Chikabatur, arrived at that station at 5 o'clock and left shortly after to get beds ready at the hospital. I remained at Chikabatur station until all the prisoners living and dead were removed. There was trouble with transport in getting the sick to the hospital. The first 50 were 50 dead at Podunur. She died on the platform at Chikabatur. Whilst waiting at Chikabatur the patients were washed, and given water, tea and crepes; grumpy bags were put up for them to keep themselves. The Stationmaster was most helpful. Private Starke was with me at Chikabatur; he did good work. Presumably their cloths were discarded due to being soaked.

From the collateral circumstances and my clinical findings I believe death was due to asphyxiation, due to overcrowding and want of ventilation. The van at Podunur was very hot as a result of emanation from the prisoners as a result of their asphyxiation. As a crowd, the pressure were of good physique and aged between 30 and 50 years. In my opinion, the asphyxiation was caused by action of carbon dioxide in the van.

*Commented.*—Taking the collateral circumstances into view the signs and symptoms presented by those I examined could only be the result of carbon dioxide poisoning, in my opinion.

J. A. O'CONNOR,  
District Medical Officer, S.J.R., Podunur.

*Deposition of witness No. 4.*

Name, L. Brown; nationality (or race), Anglo-Indian; designation, second-grade guard; salary, Rs 55 plus monthly average mileage Rs. 75; headquarters station, Chikabatur; age, 34 years; total length of service, 15 years; length of service in present rank, 11 months; previous service, third-grade guard.

On the evening of the accident, I was on duty with No. 77 train from 16-40 hours on 16th November 1911 to 1-4 hours on 17th November 1911 after 12 hours' rest before coming on duty.

My train started Thur at 13-45 and left at 14-15 hours. There were two brake vans in my train. One was a B.T.V. and the other an old break van, the nearest vehicle on the train, and I rode in it.

Unassigned Black Abdallah rode in the B.T.V. immediately in front of the brake van. At Thur one goods wagon with mules and one Madras and Southern Mahratta

luggage van No. 1711 was weighed just in front of the two brake vans. I saw the prisoners loaded in the luggage van and Train Inspector Mr. Reeves was present at the time of loading. The van has three compartments and after loading, the six double doors were locked and tied by wires by police authorities. A police escort accompanied the prisoners and travelled in the R.V.V. At every stopping station the police got on to the platform and remained near the luggage van. I heard the police talking to the prisoners through the closed doors at every station when the train stopped. They were I believe talking Malayalam, which language I do not understand.

Nothing more than stated above attracted my notice until after my arrival and handling over charge to my relieving guard at Podanur. I arrived at Podanur at 9.45 hours.

Cross-examined.—I did not particularly notice the loading of the prisoners as the Police had the complete charge of the operation and I did not leave Tour until after the signal from the Police that everything was right.

I did not know during the journey that the prisoners were in distress as the Police were talking to them at every station through the closed doors.

The luggage van has three compartments each partitioned by wood work to half the height and by iron bars for the upper half. I looked over my train to my relative home-ward four or five hours. I afterwards looked over all trains. The police had opened the luggage van before I finished looking over charge. At about 9-50 hours, I saw one of the luggage vans doors open as the platform side and the police standing near with buckets of water. They were throwing water inside. The other half doors were then opened, and I saw the prisoners lying about inside in an exhausted condition.

I saw several prisoners carried on to the platform, they were all very exhausted and I helped in giving them water. I held a certificate in First Aid, but I did not render any other assistance. Medical assistance arrived shortly after 1-0 hours. I was in the last brake van, a four wheeler B.V. 8. In front of my van was an O and R covered goods with poles, in front of that the van with the prisoners, and then the rear bogie was composed of the train. The police escort were travelling in the baggage van. There were two crews travelling in the covered goods with the males. The males made no noise. Mr. Reeves, the Train Inspector, was supervising the loading of the prisoners with the police, and asked me to attend to loading of freights in the bogie third-class carriage on the train. The troops were for Bangalore. I have not had prisoners on any train I have worked, before. At the same time, the Gangways who was walking up and down the platform heard the prisoners talking loudly and told the constables to tell them to be quiet. As far as I know he did not enquire as to what they wanted.

S. BATHUR.

#### Deposition of witness No. 5.

Name, Sheik Abdulla; nationality (or caste), Mohammedan; description, fourth-grade guard; salary, Rs. 32, plus average monthly allowance, Rs. 15; headquarters station, Calicut; age, 33 years; total length of service, 8 years; length of service in present rank, 8 years; previous service, none.

On the occasion of the accident I was on duty with 77 train from 17-0 hours on 19th November 1921 to 1-0 hours on 19th November 1921, after 12 hours' rest before coming on duty.

I worked as underguard of No. 77 and travelled in R.T.L. which at Calicut was the last vehicle but one on the train. At Turur a covered goods wagon with poles and two Madras and Southern Mahratta luggage van with Mappila prisoners were attached between the rearmost vehicle and the R.T.L. in which I was travelling. I saw the prisoners being loaded at Turur, but I did not notice anything particular. On the journey to Podanur, I was busy with my parcels and I had no suspicion the Mappila prisoners were in distress. On the journey I did not hear the prisoners were asking for water. At Podanur I handed over charge to my relieving guard at 9.45 hours and I saw Mappila prisoners being taken out of the luggage van in an extremely exhausted condition. I remained on the platform until about 3 a.m. I helped as far as I could to refresh the prisoners by pouring water over their faces. I do not hold a certificate in First Aid. I did not give any other assistance than pouring water on the faces of the men.

Cross-examined.—I have made no statement to Railway Police Inspector Krishnan regarding the occurrence.

S. ANANDAM.

26th December 1921.

#### Deposition of witness No. 6.

Name, J. A. Nalla; nationality (or caste), Anglo-Indian; description, Assistant Station-master; salary, Rs. 161; headquarters station, Podanur; age, 44 years; total length of service, 10 years; length of service in present rank, 4 years; previous service, Junior Assistant Station-master.

On the occasion of the accident, I was on duty at Podanur station from 12-30 hours on 19th November 1921 to 7-30 hours on 20th November 1921 after 18 hours' rest before coming on duty.



I got a telegram from the Stationmaster, Owerkhot, about 25-45 hours to have six baskets of drinking water ready on arrival of No. 77 for Meppila prisoners in that train. The train arrived at 8-50 hours and I had the baskets ready on the platform, opposite to where the L.V. containing prisoners would and did come to a stand. On arrival of No. 77 I went up to the Police Sergeant who was stepping out of the second-class compartment in the R.P.S. of the train, which was the fifth vehicle from the rear, and next but one in front of the L.V. in which the prisoners were. The Corporal and five more (prisoners' escort) were travelling in a third class compartment of the R.T.V. next vehicle in front of the L.V. I told the Sergeant the water was ready, and the Platform Business G. Man was in charge of R. Pullon Sergeant Andrews in charge of prisoners asked me if I had any cups or tin pots to distribute water to the prisoners. I secured six cups from the refreshment room. We opened the leading compartment of the luggage van and found every one of the prisoners in that compartment in an extremely exhausted condition. In the darkness I could learn as little as to how many prisoners were in that compartment, but they were all huddled together and none of them were standing. I rubbed up and down the second and third compartments and I saw the prisoners there; were in the same state as in the leading compartment. The Sergeant asked for my advice and we decided to sit down behind the prisoners on the platform. The Police with my assistance helped as many prisoners as possible on to the platform and told them not to move. We helped out 12 to 13 prisoners in this way. It was very difficult to get assistance. We immediately sent for all possible medical aid including the Railway District Medical Officer and also for the stationmaster. We pulled out as many prisoners as possible, and eventually we pulled out about 90 of the 100 prisoners. Of this number I should say that 40 prisoners were carried out dead. Those whom we left in the van we first examined and ascertained they were dead. By this time the medical men had arrived. The doctor from the Police Military Hospital arrived about 1-15 a.m. with his staff and immediately rendered all possible assistance.

Eventually all these prisoners who were alive were placed in two T.E. carriages and a special train was sent to Colombo at 4-30 a.m. with them. The District Medical Officer and his medical staff accompanied the special. The dead bodies were replaced in the same luggage van in which the prisoners had arrived, and a special train with the luggage van was worked to Trin and left Polonnaruwa at 5-45 a.m. in charge of Police Sergeant Andrews and two constables. The police Corporal, and three constables accompanied the special train to Colombo.

Over-secured.—Usually when Meppila prisoners pass through Polonnaruwa and other big stations such as Owerkhot where I was stationed for about three months they were many and defiant. On the night of this occurrence I was struck with the quietness of the prisoners and the sounds of weeping. I thought there was something wrong. On opening the first door a sort of white mist poured out of the compartment and there was a terrible foul smell. I had to stand back on the platform till it passed away. The prisoners were lying on the floor or hanging up to the shelves. They were all unconscious and could do nothing for themselves. When some of the prisoners were a bit recovered, I asked them what was the matter with them, and they said that they could not breathe.

J. A. NERRE.

24th November 1921.

When I said we sent for all possible medical aid including the Railway District Medical Officer, I really meant the Railway Apothecary and not the Railway District Medical Officer. I understood that after the Railway Apothecary came he himself sent for the Railway District Medical Officer.

J. A. NERRE.

25th November 1921.

#### Deposition of witness No. 7.

Name, H. V. Rama Arayer, nationality (or caste), Brahmin; designation, Goods Supervisor, salary, Rs. 164; Headquarters Station, Polonnaruwa; age, 42 years; total length of service 21 years; length of service at present rank, 9 years; previous service, Assistant Station-master.

I was on the platform at Polonnaruwa on the 11th when No. 77 arrived. I found a number of passengers sleeping in front of the van at the rear end of the train. The prisoners in the van were crying something, and the people on the platform were replying to them. I asked the passengers to clear away. Meanwhile I heard the prisoners were calling for water. I saw one passenger in front of the luggage van, and I told him there was water available and of the police went in front of the luggage van. The escort said that they had enough water at Trin, and they are making a noise for nothing, and the escort told the prisoners that he would get them water at Owerkhot, and asked them not to make noise. I took no further action.

On one occasion—I did not listen to the prisoners being treated with water, as they were not sitting out in a full-sized bath, and at previous occasions I heard other batches making a similar noise. I did not see these men when they were being treated with water. The people on the platform were Hindus, passengers and refugees, and they were looking at the prisoners. The contents of the van which I spoke to was immediately outside the prisoners' van. The movement in charge of the train was on the platform near the van. I did not see the incident in any way at the time. I noticed no small coming from the prisoners' van. The prisoners spoke to several times.

22nd November 1965.

K. V. RANA ATTAR.

*Deposition of witness No. 3.*

Name, K. N. Sankar Ayyar, nationality (or caste), Hindu; designation, acting assistant stationmaster, Kottam; salary, Rs. 65; headquarters station, Coimbatore; age, 42 years; total length of service, 23 years; length of service in present rank, five months; previous service, stationmaster.

I was on duty on the 11th from 20-45 hours. No. 77 arrived at 20-41. On arrival of the train I attended to passengers and went to metro-gauge platform to see the parcels, etc., from the train which arrived at 20-55. I passed the rear of No. 77 train, which was going to the metro-gauge, and around near the two rear vans a crowd of passengers 20 or 30 and two or three constables and a military officer or sergeant. The passengers were talking amongst themselves. I heard no talking between the passengers and the prisoners. I passed the entire length of the prisoners' van when proceeding to the rear of No. 77. I was walking in the station straight. I knew that there were persons in the van: I did not hear any noise or talking from the prisoners. I was hurrying to attend to my work in the metro-gauge platform. On no way I did not notice the police officer. I heard no shouting or water being poured. On occasions I have heard the prisoners talking on the side of the van (top), and they were told by the escort to keep quiet. There was nothing of this sort on this occasion, that I observed.

K. N. SANKAR AYYAR.

*Deposition of witness No. 3.*

Name, T. R. Srinivas Ayyar, nationality (or caste), Hindu; designation, assistant stationmaster; salary, Rs. 65; headquarters station, Ottakott; age, 35; total length of service, 14 years and 1 month; length of service in present rank, 3 years; previous service, signaller and station clerk.

I was on duty at 20-45 hours on the 11th. No. 77 arrived at my station at 20-28. I had occasion to go to the rear van to obtain late train memorandum from the guard, and while passing the luggage van with prisoners heard sounds from inside. I do not see any noise, and no words could be distinguished. It sounded like cough. I thought they were trying to make the sympathy of people on the platform, and as I saw the police and sergeant pointed I took no further action. Before the train left, I was requested by the sergeant to send a messenger to Panchur for six buckets of water.

Once examined—I have been on duty on several occasions when batches of prisoners passed through. I have heard the crowd outside jostling at them and noticed the police dispersing the crowd. I have never observed the doors of vans containing prisoners being opened at Ottakott.

T. R. SRINIVASA AYYAR.

*Jurat Finding.*

We, the undersigned, are of opinion that the names of the living and deaths amongst the Hapetta prisoners was accurate, and that education, brought about by deficient conditions in the van in which the prisoners were being conveyed. We are satisfied that the previous contents of the van indicated at Trier just prior to the loading of the prisoners and which are shown in exhibit "A" could not possibly have effected the strangulation of the interior of the vehicle.

The van in question was Madras and Southern Mahratta Railway luggage van L.V. 1711, a four-wheeled wooden van of the following inside dimensions:—

20' 4" x 8' 5" x 7' 8", height at centre

8' 10" height at sides

with a double roof as per sketch enclosed exhibit "B". This van is divided into three compartments measuring 8' 4", 8' 10" and 8' 9", respectively, the two end compartments having two shelves 2' 4" across the ends. These compartments are divided from one another by wooden partitions 3' 5" high from floor, then 2" then have spaced at 5" apart, to a height of 8' 6" from floor, and finally the arch rail supporting the roof. Two cut opening ordinary van doors in two halves give access to each of these compartments, one half door being secured into the floor and top rail by a long shooting bolt, and the other half being secured to the first half by a handle and keep and staple. The hinges and staples are said to have been wired by the receiving party. In each of the two half doors there are openings 8' 3" from the floor measuring 1' 3" x 2' 7". These openings are fitted with twelve 1" bars at an angle of about 45° spaced 1 and 1" apart. These bars are covered on the inside with fine wire gauze

about 15 inches, per inch which has been painted over, the paint to a great extent filling up the holes in the grates. The grates, covering over all the lower part of the van are, indeed, there being practically no holes caused by damage or intention. There is one real ventilation with an aperture about 2½" diameter in the ceiling, but this is covered with wire gauze which is painted over and blocked up. There is no other provision for ventilation. In that van, however, there are six very small openings over each door, and one or two of the floor boards have minute openings between them; there is also one small knot hole about 1" diameter in one of these boards. Taking into consideration the fact that a third-class carriage of similar overall dimensions has a seating capacity of sixty, there should not therefore have been more than 20 prisoners in each compartment instead of 32. We, however, are of opinion that had only 20 prisoners been placed in each of the three compartments, the deficient ventilation would have brought about the same unfortunate results. This opinion was confirmed as a result of the short experimental journey that this Committee made in the H-101st van in company with the Special Commissioner, Malabar, the Surgeon-General, the British Government Inspector for Railways, and other officials—a party of eight—when during a run of ten and half miles with all the doors of the van closed, the conditions for those inside in the short space of time became unpleasant.

Witness 'C' stated above that a very large number of journeys have been made by Mappila prisoners in equal or greater numbers in luggage vans, some of which are of exactly the same type. In some of these vans have any uncleaned refuse to the prisoners been reported. This we attribute to the fact that in vans of similar type to the H-101st van, the wire gauze over most of the lower has been torn away, so as to greatly increasing the amount of fresh air that finds its way into the van. Vans of other types used, though having only four doors, have slightly larger openings in the doors fitted with wire gauze of distinctly larger mesh. The Committee made short trial runs in vans of both these descriptions without suffering any discomfort.

In regard to the selection of luggage vans for the conveyance of prisoners, the evidence gives us definite information. The statement of the Traffic Inspector (witness No. 2) shows that when the question first arose, third-class carriages were rejected on account of the large amount that would be necessary. Wooden covered goods wagons were then offered and rejected for a similar reason, namely that the doors would have to be kept open for ventilation and a large escort required to prevent prisoners escaping. Luggage vans were finally offered to the Civil and Military authorities, and were accepted by them. This is further borne out by the statement of witness No. 1, the District Superintendent, Calicut.

The requisitions for these vans were in some cases written and in some cases verbal. Copies of each of the former as were produced before the Committee are attached. In each of these cases the requisition is on the Station Master for a truck for a specific number of prisoners. A requisition dated 25th September 1931 on the Station Master, Trivani, from the Sub-Magistrate for a truck for the conveyance of 24 prisoners to Madras was countersigned by the Station Master as follows:—

"I have a truck of the same kind used hitherto, if there is no objection to use considering the distance."

The Sub-Magistrate's reply on the back was:—

"That will do."

The requisition for accommodation in the van in question was—as will be seen from the statement of witness No. 2—a verbal one. It may be stated that prior to the accident none of the Committee were made aware that these vans had been selected or were being used for the conveyance of prisoners. Copies of the only telegram received by the General Traffic Manager's office regarding conveyance of Mappila prisoners from Calicut to Bellary show that large third-class carriages were being used for the purpose.

We are of opinion that these luggage vans, which were never constructed for the conveyance of passengers, should not have been so used without arrangements being made for adequate ventilation, and since the Civil and Military authorities placed these vans at its disposal for the conveyance of prisoners, the responsibility for the sanitation rests with them. There is no evidence to show that any responsible Railway official was ever consulted in regard to the suitability of these vans for the conveyance of prisoners or the number that might under certain conditions be conveyed in each.

We examined thirty witnesses with a view to eliciting information as to signs of distress from the prisoners within the van during the journey, and, next of humanity on the part of any Railway staff. The behaviour of these parties of Mappila prisoners during travel is stated to have been frequently tranquil and temperate, and the feelings of the local inhabitants due to recent Mappila excesses against Hindus, the reverse of martial.

Small gatherings are said to have occasionally assembled outside the protected vans, and taunts and jeers directed against the prisoners. Such conduct appears to have taken place on the night in question at Shertart, and the prisoners were heard at that station to ask for water, but as the escort and the Sergeant-in-Charge were observed immediately outside the van and apparently in touch with the prisoners inside, an announcement was at the time attached to the names and requests. At Omalakott the Assistant Stationmaster on duty, witness No. 9, stated that the occupants of the van—whom he knew to be Mappila prisoners—were unusually quiet, and he heard faint sounds like moans or groans which he thought were being made to relieve the sympathy of the public on the platform. As the escort and Sergeant were quite close to the

truck he did not see any necessity to take any action. It was only after he heard of the facility that these events occurred to him forcibly. The Commissioner of Malabar who was present during the meeting of the conference, desired this Committee to confine itself to purely judicial issues, and did not consider it desirable in view of the public enquiry he is to hold on behalf of Government—that the court and Registrar should be examined by the Council. We were therefore unable to elicit any information from those in closest touch with the prisoners to why their claims were not discovered and relieved earlier.

The Chief Guard on the main brake van was separated from the van containing the prisoners by an O. & R. Railway track consisting of one. The compartment occupied by the Under Guard in the separate third class and brake van was at the leading end of this 60 feet coach, at the end furthest away from the prisoners' van.

From the evidence before us, we are free on charge of neglect or want of humanity on the part of any Railway staff on duty during the passage of the train from Tatan to Pudukott.

C. CHAMBERLAIN,

*Local and General Superintendent, Prisoners.*

A. W. JONES,

*General Traffic Manager, Member.*

C. E. R. KODAKK,

*Chief Medical Officer, Member.*

B. A. SHAHAN,

*Chief Secretary.*

## ECCLIASTICAL DEPARTMENT.

### MARRIAGE JOURNAL.

*Port St. George, September 8, 1913.*

No. 134.—Under section 8 of the Indian Christian Marriage Act, 1912, the Government sanction the issue of a licence to Reverend Henry R. Russell of the Calcutta Army, residing at 23, in the Church of India, to administer marriages within the Malabar diocese. The administration of the Government of Malabar, in accordance with the provisions of the said Act.

B. A. SHAHAN,

*Chief Secretary.*

## JUDICIAL DEPARTMENT.

### INSTITUTION OF POWERS.

*Port St. George, September 7, 1913.*

No. 212.—Under sub-section (1) of section 30 of the Code of Criminal Procedure, 1908, the Government in Council is pleased to appoint Mr. Michael Hoffinger, I.O.S., District Magistrate in the District of Malabar to be an Additional District Magistrate, Malabar, for a period of six months from 15th September 1913, and to tender to him all the powers of a District Magistrate.

### CONFIRMATIONS.

*Port St. George, September 8, 1913.*

No. 213.—Messrs J. H. Green and H. Evans, Assistant Superintendents of Police, are proclaimed, to be Amenable to proclamation of Police, government.

### NOTIFICATIONS.

*Port St. George, September 8, 1913.*

No. 214.—Under section 9 of the Code of Criminal Procedure, 1908, the Government in Council approve the establishment of three additional sessions courts for the South Malabar Division for a period of not less than three days of the conference. These courts shall hold their sittings at Calicut.

2. Under section 101 of the same Code the Government in Council further directs that the Additional Sessions Judges shall try such cases as may be transferred to them by the Sessions Judge, South Malabar.

3. Under the provision of sub-section (3) of section 9 of the same Code, the Government in Council approve the following officers to be Additional Sessions Judges of South Malabar Division without prejudice to their appointments as Special Judges under the Malabar Reformation of Order Ordinances—

(1) Mr. D. B. B. Jackson, I.C.A.

(2) Mr. D. P. Walsh, I.C.A.

(3) Mr. M. Sanyal Ayyar, I.O.S.

Port St. George, September 4, 1922.

No. 212.—In execution of the powers conferred by clause (a) of sub-section (1) of section 4 of the Code of Criminal Procedure, 1911, the Governor in Council is pleased to direct that, with effect from 1st October 1922, the villages noted in column (2) of the schedule hereto appended shall cease to be included in the local area of the police station noted in column (3) on the list of the local area attached to the police station in column (4).

#### SCHEDULE.

Circles in which all persons included.	Police stations in which now attached.	Name of village.	Circles in which have been after detached.	Police stations to which have been after detached.
(1)	(2)	(3)	(4)	(5)
Cottarak ..	Pattitara ..	(1) Pattitara (2) Lohari (3) Kuppala (4) Chinnappa	.. .. .. ..	.. .. .. ..
			Pattitara ..	Kannappan

Port St. George, September 15, 1922.

No. 214.—The following notification of the Government of India is republished:—

#### HOME DEPARTMENT.

##### Leave.

*India, the 15th August 1922.*

No. F 769. Mr. L. Wilkinson, Officer on special duty in the Office of the Director, Intelligence Bureau of the Home Department, is granted, with effect from the evening of the 11th August 1922 when his special duty expires, furlough leave for twenty-one days combined with leave on average salary for three months and seven days.

E. A. SPANAM,  
Chief Secretary.

#### FINANCE DEPARTMENT.

##### EXTENSION OF LEAVE.

Port St. George, September 7, 1922.

No. 103.—Mr. L. K. Fowles, Assistant Commissioner of Salt, extension of leave on half average pay for thirty-two days with effect from 12th December 1922.

#### NOTIFICATIONS.

Port St. George, September 8, 1922.

No. 110.—The following notification of the Government of India is republished:—

#### DEPARTMENT OF COMMERCE.

##### Finance Taxes.

*India, the 15th August 1922.*

No. 4138.—In execution of the notification in this Department No. 2495, dated the 12th June 1920, the Government of India in Council is pleased to designate the Chief Collector of Customs, Laccaree, as the person by whom the certificates required in connection with the grant of 100 rupees of the exempt duty on new boats and those reported to Customs should be granted.

Port St. George, September 13, 1922.

No. 128.—The following notification of the Government of India is republished:—

#### DEPARTMENT OF COMMERCE.

##### Customs Duties.

*India, the 2nd September 1922.*

No. 4467.—In execution of the powers conferred by section 21 of the Sea Customs Act, 1878 (VII) of 1911, the Revenue General in Council is pleased to exempt such fireworks as are specially prepared as display or distress lights for the use of ships from or upon the payment of duty leviable thereon under item 105 of Schedule II, Part VI. of the Indian Tariff Act, 1921 (VII of 1921), as in respect of a duty of 15 per cent of value.

Luis B. Suarez

99. 100.—Amount of the Revenue and Expenditure of the

RECAPITULATION	Current month		Provisional total		Budget estimate	
	Rs.	Pa.	Rs.	Pa.	Rs.	Pa.
The Treasury accounts kept on Statement—						
I.—Transfers to Finance .. .. .	..	..	..	..	..	..
V.—Land Revenue .. .. .	..	..	18,75,530	1,14,73,104	4,46,79,800	..
VI.—Income .. .. .	..	..	63,05,896	1,11,71,465	1,05,19,440	..
VII.—Excise .. .. .	..	..	32,00,000	45,47,000	3,64,00,000	..
VIII.—Post .. .. .	..	..	5,10,000	12,00,000	41,00,000	..
IX.—Registration .. .. .	..	..	3,10,000	10,00,000	21,00,000	..
XIII.—Bridges, Roadways, Tack-houses and Encampments Wherein which Capital and Current Accounts are kept	..	..	— 1,48,974	— 3,10,000	91,34,000	..
XIV.—Bridges, Encampments, Tack-houses and Encampments Wherein which no Capital Accounts are kept	..	..	6,100	31,000	1,00,000	..
XV.—Miscellaneous .. .. .	..	..	8,000	3,00,000	6,00,000	..
XVI.—Depreciation of Assets .. .. .	..	..	1,46,000	4,00,000	4,00,000	..
XVII.—Sale and Purchase of Securities .. .. .	..	..	90,000	2,50,000	3,00,000	..
XIX.—Police .. .. .	..	..	74,417	5,10,000	5,10,000	..
XX.—Ports and Shipping .. .. .	..	..	50	40	3,000	..
XXI.—Education .. .. .	..	..	1,00,000	3,00,000	6,00,000	..
XXII.—Medical .. .. .	..	..	90,000	1,00,000	1,00,000	..
XXIII.—Public Works .. .. .	..	..	20,000	80,000	50,000	..
XXIV.—Agriculture .. .. .	..	..	11,000	1,00,000	6,00,000	..
XXV.—Industries .. .. .	..	..	30,000	1,00,000	10,00,000	..
XXVI.—Miscellaneous Departments .. .. .	..	..	34,000	70,000	5,00,000	..
XXIX.—Exchange .. .. .	..	..	..	..	..	..
XXX.—Civil Works .. .. .	..	..	30,000	5,00,000	6,00,000	..
XXXI.—Transfers from Reserve Government Fund .. .. .	..	..	..	..	..	..
XXXIII.—Receipts in aid of Expenditure .. .. .	..	..	10,000	60,000	2,00,000	..
XXXIV.—Contingency and Printing .. .. .	..	..	30,000	40,000	1,00,000	..
XXXV.—Miscellaneous .. .. .	..	..	30,000	70,000	60,000	..
Total Ordinary Receipts as per Civil Budget .. .. .	..	..	37,00,000	4,00,00,000	10,00,00,000	..
Transfers in England excepted from Receipts of Rs. 50 Crores excepted, out of Rs. 100 Crores .. .. .	..	..	..	..	..	..
Secretary of State .. .. .	..	..	..	..	— 1,000	..
High Commissioners .. .. .	..	..	..	..	..	..
Total Receipts in India and England .. .. .	..	..	37,00,000	4,00,00,000	10,00,00,000	..
Contributions and Advances from the Central Government .. .. .	..	..	..	..	..	..
Reimbursements Adjustments with the Central Government .. .. .	..	..	..	..	1,00,000	..
Finance Accounts Paid .. .. .	..	..	..	..	8,00,000	..
Loans and Advances by Provincial Governments .. .. .	..	..	5,00,000	3,00,000	20,00,000	..
Loans between Central and Provincial Governments .. .. .	..	..	..	..	1,00,00,000	..
Total .. .. .	..	..	42,00,000	4,40,00,000	11,00,00,000	..
Total .. .. .	..	..	..	..	..	..
Total .. .. .	..	..	..	..	..	..

<sup>2</sup> Powell is only taken, being the closing (unknown) item, in March 1802 (Preliminary) Session.



Port St. George, September 4, 1912.

No. 135.—Under section 5, sub-section (1) of the Ancient Monuments Transference Act, 1904 (VII of 1904), the Governor in Council is pleased to endorse the following notification the draft of which was published as notification No. 109 on pages 275 and 276 of Part I of the Port St. George Gazette, dated the 15th June 1912, declaring certain ancient monuments in the Territory subject to be protected under the said Act:—

**NOTIFICATION.**

Under section 5, sub-section (1) of the Ancient Monuments Transference Act, 1904 (VII of 1904), the Governor in Council declares the ancient monuments described in the enclosed schedule to be protected monuments within the meaning of the said Act:—

**SCHEDULE.**

Name of the Cairn, tomb and village.	Description and other particulars.	Area of enclosure.	Enclosures.	Notes.
1.—Cairn, tomb, and village, <i>Yungay</i> .	Cairn, long, S. No. 124 & 15.	2000 sq. ft.	North by No. 124 & 15, west and east by No. 124 & 15, north by No. 124 & 15.	1000 sq. ft.
2.—Cairn, tomb, and village, <i>Do</i> .	Cairn, long, S. No. 217 ..	Do.	North by No. 217 & 11, west by No. 217 & 11.	1000 sq. ft.
3.—Cairn, tomb, and village, <i>Do</i> .	Cairn, long, S. No. 217 ..	Do.	North by No. 217 & 11, west by No. 217 & 11.	1000 sq. ft.
4.—Cairn, tomb, and village, <i>Do</i> .	Cairn, long, S. No. 217 ..	Do.	North by No. 217 & 11, west by No. 217 & 11.	1000 sq. ft.
5.—Cairn, tomb, and village, <i>Do</i> .	Cairn, long, S. No. 217 ..	Do.	North by No. 217 & 11, west by No. 217 & 11.	1000 sq. ft.

D. N. STRATHE, *Acting Secretary to Government.*

**(Marine.)**

**LEAVE.**

Port St. George, September 5, 1912.

No. 65.—Under rule 31 of the Fundamental Rules, Lieutenant-Commander W. L. Kelly, R.N.R. (Retired), Port Officer, Yungay, is granted leave on average pay from date of award.

**APPOINTMENT.**

No. 66.—Mr. J. B. Clarke, Port Officer, Comanda, to be in addition charge of the port of Yungay with headquarters at Comanda during the absence on leave of Lieutenant-Commander W. L. Kelly.

D. N. STRATHE, *Acting Secretary to Government.*

**LAW DEPARTMENT.**

**(General.)**

**APPOINTMENT.**

Port St. George, September 5, 1912.

No. 422.—The Government are pleased to appoint Mr. Richard H. Thompson, Esq., Barr-at-Law, to be Magistrate, Law Department, Western District, and Mr. M. H. Haines, Esq., Barr-at-Law, resigned. To take effect from the date of acceptance of charge of office.

**WITHDRAWAL OF POWERS.**

Port St. George, September 5, 1912.

No. 423.—Under the provisions of section 41 of the Code of Criminal Procedure, 1909, the Governor in Council withdraws the power of a Special Magistrate for the term comprised within the jurisdiction of the Bench of Magistrates at the place specified opposite to his name referred to the undersigned provisions:—

M.R.3, Deputy District Magistrate, Port St. George—Barracks in the District of Port St. George.





No. 454.—Under section 37 of the Code of Criminal Procedure, 1898, M.D.R., Madakal Narayanan Nayyar, Stationary Sub-Magistrate in the district of South Kanara, is empowered to pass orders as to Sub-ordinates under section 954.

## NOTIFICATIONS.

*Fort St. George, August 29, 1922.*

No. 418.—Under the powers conferred by section 1 (3) (3) of the Madras Hauling Carriage Act, 1921, notice is hereby given that it is proposed to amend the provisions of that Act as to or after the 1st December 1922 in the road from Madanapalle to Pongalur in the Chittoor district, and that it is proposed to appoint the Assistant Superintendents of Police, Madanapalle, or Deputy Superintendents of Police (whichever it happens to be) to perform the functions of the Commission under the Act. Persons having objections to the proposed provisions of the Act are invited to lodge their objections before the District Magistrate, Chittoor, within two months from the publication of this notice.

*Fort St. George, September 8, 1922.*

No. 455.—The following notification of the Government of India is republished:—

## DEPARTMENT OF INDUSTRIES.

*India, dated the 27th July 1922.*

No. M-418.—In exercise of the powers conferred by section 25 of the Indian Petroleum Act, 1908 (VIII of 1908), the Governor-General in Council is pleased to limit the quantities of the substances specified in the schedule hereto contained in so far as the said substances relate to the possession or transport of petroleum in the following quantities, namely:—

(a) in the case of petroleum, not being dangerous petroleum, to quantities not exceeding five hundred gallons;

(b) in the case of dangerous petroleum to quantities of three gallons or less, placed in separate glass structures or metal vessels, each of which contains not more than a pint and securely stopped.

## SCHEDULE.

- (1) The Madras City Municipal Act, 1919 (Madras Act IV of 1919).
- (2) The Madras District Regulations Act, 1918 (Madras Act V of 1918).
- (3) The Madras Local Boards Act, 1916 (Madras Act XIV of 1916).

K. RAMACHANDRA RAO,  
*Secretary to Government.*

## (Legislative.)

## APPOINTMENTS.

*Fort St. George, September 9, 1922.*

No. 38.—In exercise of the powers conferred by proviso (b) of sub-section (3), section 76-A of the Government of India Act, His Excellency the Governor is pleased to nominate the following persons to be members of the Madras Legislative Council for the purpose of the consideration of the Bill to amend the Madras Port Trust Act, 1908:—

Mr. Bradford Lush, C.B.E., M.P., M.L.A., M.A.M.

Capt. Ernest Whitcombe Blackiston, C.B.E., C.B., M.L.A.

L. D. SWAMICKANNU,  
*Secretary to the Council.*

## NOTIFICATIONS.

*Fort St. George, September 12, 1922.*

No. 97.—In pursuance of rules 12 (2) and (3) of the Madras Electoral Rules, the names of the members elected by the Madras Chamber of Commerce—Commerce and Industry Constituency of the Madras Legislative Council, are hereby published:—

Mr. Alfred Percival Symonds.

(By order of His Excellency the Governor.)

K. RAMACHANDRA RAO,  
*Secretary to Government.*

## REVENUE DEPARTMENT.

## EXTENSION OF LEAVE.

*Fort St. George, September 9, 1922.*

No. 171.—Under rule 32 (3) (i) of the Fundamental Rules, H.R.R., P. K. Ponnuswami Appas Aiyangar, Deputy Collector, on extension of leave as half average pay for four weeks.

## APPENDIX

Paul H. Gearty, September 8, 1993

No. 174.—The following appointment of a survey officer is ordered with effect from 1st April 1933:—

Consequent on the appointment of M.R.Ry. T. Tirumakula Acharya Anagari, Assistant Director of Survey on special duty in the Visagapatnam estate, M.R.Ry. K. N. Narasimha Acharya Anagari, Sub-Assistant Director, to be acting Assistant Director of Survey.

## APPOINTMENT AND POSTING.

*Fac. St. George, September 6, 1894*

3. 174 — The following experiment and nature of a density addition are outlined: —

Deputy Collector as general duty, South Kanara, via Mr. I. H. Macdon, I.C.S.

## NOTES

*Arch. St. George, September 8, 1928.*

86. 175.—The following sections of former collectors are collated:

M. N. Ky. Dennis Sanders, Ayer Jambhachia Ayer Aruppi, not called from general duty,  
Quar., to general duty, Madras

- M.R.Sy. Fidei Agnes Homachandra, Agnes Aragal, from general duty, Madras, to the Madras treasury, and M.J.Sy. Rao Sahib E. V. Srinivasan, Arangan Aragal, granted leave.

No. 118.—The following notices of survey officers are ordered:—

M.R. by: E. N. Narasimha Acharya, Assistant Director of Survey, to be Seated  
Assistant to the Capital Barter (Offs).

*Ecol. St. Duran*, September 21, 1922.

Mr. Kenneth Curtis, Assistant Director of Survey, on return from leave, to be officer in charge of No. 19 Party, a full and independent party.

M.R. By. K. M. Ventrescoso Ayres (Swedish), Assistant Director of Survey, as relied by No. 7500's Office, to be Officer in charge of No. VI Party, a full and independent party.

## NOTIFICATION

Rev. St. Census, September 4, 1909.

No. 177.—With effect from 1st October 1953, Chidambaram taluk of the Sainthangam taluk, Tiravelli district, with cease to form part of that taluk and will be added to and form part of the Kallakurichi taluk of the same district.

No. 174.—The following notification of the Government of India is republished in—

WINE & SPIRITS: TUCKER, 877.68.8287

Возраст: 20 лет—Отец

Atoll, the 10th August 1972.

No. 1004-P.R.—It is hereby notified for general information that, in order to carry out the obligations imposed on them by articles 8, 9 and 13 of the Hague System Convention, 1923, the Government of India have, in pursuance of the resolution adopted by the Assembly by the League of Nations, decided that every application for the export of opium from India should be accompanied by a certificate from the Government of the importing country that the consignment is approved by that Government and is required for legitimate purposes. This procedure will take effect from the 1st January 1925.

## ADDITIONAL USE TABLE

*Proc. St. Camb. December 7, 1929.*

Under series 8, Act I of 1986, His Majesty the Governor in Council hereby declares that the land mentioned below and measuring 194 acres, in the name of Little River or less, is needed for a public purpose, to wit, for constructing a sports complex at Singapore; and, under sections 3 and 7 of the same Act, the Deputy Commissioner, Bangalore, is appointed to perform the functions of a Collector under the Act and directed to take steps for the acquisition of the said land. A plan of the land is kept in the office of the Deputy Commissioner, Bangalore, and may be inspected at any time during office hours.





EXTENSION OF LEAVE.

*Port St. George, September 7, 1922.*

No. 318.—M.R.Sy. Kenneth Oswald LADY, Acting Deputy Director of Agriculture, Viti Clack, on extension of leave on average pay for one month and leave on half average pay for two months from the 15th September 1922.

POSTING.

*Port St. George, September 11, 1922.*

No. 319.—The following posting of an agricultural officer is ordered:—

M.R. Sy. H. V. Raghaviah Nayudu, Upper sub-division, to act as Deputy Director of Agricul-  
ture, Coimbatore in the Indian Agricultural Service, vide Mr. Raghaviah Nayudu's letter to the  
Director.

PROMOTIONS.

*Port St. George, September 5, 1922.*

No. 320.—The following promotions of forest officers are ordered:—

- (1) Mr. K. A. Changanayya, Extra Assistant Conservator of Forests, to the Imperial Forest Service, vide Mr. P. A. Fagan's letter.
- (2) Mr. George Venkayya, Extra Assistant Conservator of Forests, to the Imperial Forest Service, vide M.R.Sy. V. Raghaviah Nayudu's letter.

PERMITTED TO RETIRE.

*Port St. George, September 5, 1922.*

No. 321.—The Government with the sanction of the Secretary of State for India are pleased to permit Mr. M. C. Sanyal, Deputy Director of Agriculture, to retire from the Indian Agricultural Service with effect from 31st December 1922, the date of expiry of the term granted to him in notification No. 319, dated 14th August 1922, published at page 919 of Part I of the *Port St. George Gazette*, dated 23rd August 1922.

NOTIFICATIONS.

*Port St. George, September 5, 1922.*

No. 322.—Under section 3 of the Co-operative Societies Act, 1912, the Government, in the Ministry of Development, are pleased to appoint Ponnuswamy Naidu, Karthikeyan Naidu, K. Naidu as an Honorary Assistant Registrar of Co-operative Societies for Malabar district and to confer on him as much of the powers of a Registrar as are conferred by rule XIV of the rules issued under section 41 of the Act in respect of disputes arising in Malabar district and transferred to him by the Assistant Registrar having jurisdiction over the area. He will hold office until 30th June 1923.

*Port St. George, September 8, 1922.*

No. 323.—Under section 2 of the Madras Forest Act V of 1893, His Excellency the Governor is pleased to appoint the Revenue Divisional Officer, Mannargudi, and the Tahsildar of Tiruvarur to discharge the functions of "forest officers" under sections 43, 51, 53 and 57 of the Act in respect of forest offences committed in accordance with the following matrices in the Bangalore district:—

	Field area.	Area (total) by cultivation.
(1) Kottakudi .. .. .	4,176	8,745
(2) Talasayur .. .. .	3,880	2,122

(3) Under sections 5, 64 and 66 of the same Act, His Excellency the Governor in Council further appoints the Revenue Divisional Officer, Mannargudi, to be District Forest Officer and empowers him to compound forest offences arising in accordance with the above mentioned reserved forests and generally to exercise all the powers of a District Forest Officer in respect of those forests.

This matrix is published at pages 919 and 945 of Part I of the *Port St. George Gazette*, dated 16th September 1922.

No. 324.—The Governor in Council hereby declares, under the provision of section 53 of the Madras Forest Act, 1893, that the areas specified below which were declared to be reserved forests under section 15 of the Act, in Notification No. 517, dated 19th October 1920, published at page 1285, Part I of the *Port St. George Gazette*, dated 30th October 1920, shall cease to be reserved forests with effect from 24 October 1922.



No. 125.—The Governor in Council hereby notifies, under the provisions of section 56 of the Madras Forest Act, 1902, that the area specified in the schedule (where which) was declared to be a reserved forest under section 30 of the Act in the notifications cited in column (2) thereof shall cease to be a reserved forest with effect from 1st October 1922:—

## SCHEDULE.

Names of reserves or portions of reserves to be discontinued.	District.	Taluk.	Village.	Acres more or less.	Reservations.
(1)	(2)	(3)	(4)	(5)	(6)
Less reserve, Block I.	Gudalur	..	..	Less 500000	10-97
<p>Plus notification No. 524, dated 23rd of October 1912, published on page 1247 and 1248 of Part I of the Port St. George Gazette, dated 23rd October 1912, as amended by notifications No. 255, dated 23rd August 1915, published on page 1270 of Part I of the Port St. George Gazette, dated 23rd August 1915, and No. 311, dated 12th September 1915, published on page 1270 of Part I of the Port St. George Gazette, dated 12th September 1915.</p>					

Reason for discontinuance.—Felled for agricultural and other purposes by the Agricultural Department and partly for the extension of railway station.

H. G. STOKES,  
Acting Secretary to Government.

# PUBLIC WORKS DEPARTMENT, (General.)

## LEAVE.

Port St. George, September 8, 1922.

Under rule 81, Fundamental Rules, Mr. Michael O'Brien, B.A., A.M.I.C.E., Executive Engineer, with effect from the 23rd September 1922 on date of release, leave on average pay for six weeks.

## APPOINTMENT.

Mr. Ernest Edgar Matthews, A.M.I.C.E., Assistant Executive Engineer, is appointed as Executive Engineer, Coleroon Head Works Division, during the absence of Mr. O'Brien on leave or until further orders.

## POSTING.

Port St. George, September 8, 1922.

M.E. Ry. Rao Bahadur Lalgaud Dattabeswari Appayya Venkateswara Appayya Arangal, B.A., B.E., Superintending Engineer, on return from leave, to VI Circle.

## TRANSFERS.

Mr. Walter Guy McEwenarth, Superintending Engineer, from VI to II Circle, on relief by M.E. Ry. Lalgaud Dattabeswari Appayya Venkateswara Appayya Arangal.

Port St. George, September 8, 1922.

M.E. Ry. Theppeswami Sadasa Appayya Krishna Appayya Arangal, Assistant Engineer, from the Coleroon Division, IV Circle, to V Circle. To join as early as possible, rendering the necessary notice of his leave. The result to duty is compulsory.

M.E. Ry. Theppeswami Krishna Appayya Kappaswami Appayya Arangal, Assistant Engineer, from V Circle, for the charge of the additional subdivision for the Coimbatore Canal work sanctioned in G.O. No. 262 W., dated 21st September 1922. To join on the expiry of his leave.

Port St. George, September 11, 1922.

M.E. Ry. Cheluvare Rajaswami Rangaswami Appayya Arangal, Sub-Engineer, from the I Circle to the VI Circle. To proceed at once.



**NOTIFICATION.**

*Port St. George, September 22, 1925.*

The following notification of the Government of India is republished:—

**DEPARTMENT OF INDUSTRIES.**

**ELECTRICITY.**

*Bombay, 16th July 1925.*

Nos. A. 12.—In execution of the powers conferred by section 22 of the Indian Electricity Act, 1910 (IX of 1910), and in pursuance of the Indian Electricity Rules, 1911, the Government-General in Council, is pleased to make the following rules applicable to the whole of British India, to regulate the generation, transmission, supply, and use of energy, and generally to carry out the purposes and objects of the said Act.

**Enact.**

**CHAPTER I.**

**PREAMBLE.**

1. These rules may be called the Indian Electricity Rules, 1925.

2. In these rules, unless there is anything repugnant in the subject or context—

Enactment.

Enact—

(a) "the Act" means the Indian Electricity Act, 1910;

IX of 1910.

(b) "wires" means a set of electric conductors, and is the carrying electric conductors which, when passed through a suitable substance of electric insulator, is associated with the specification set out in Appendix I to these rules, depends upon the rate of 100,000 of a gramme per second.

(c) "substance" means a substance which is passing in and through the ends of wires having part of the instrument marked "Government of India" stamped vertically when the suspended end is designed position is exactly balanced by the force exerted by gravity in Calcutta on the India-phantom weight marked "A" having part of the end instrument.

(d) "apparatus" means electrical apparatus, and includes all apparatus, machines, and fittings in which substances are used, or of which they form a part.

(e) "authorized person" means a person authorized in writing by a licensee, a consumer or an owner, or by the owner, agent or manager of a mine, or by the agent of any company operating in an electrical or by the owner of a district and in an electrical or by a contractor for the time being under contract with a licensee, a consumer or an owner to carry out duties incidental to the generation, transmission, distribution, or use of energy such person being appointed for the purpose of the rules in which the term is used.

(f) "bare" means not covered with insulating material;

(g) "branch" means an electrical circuit forming a branch of a system;

(h) "electrical system" means a system in which a conductor, called the main conductor, is insulated and in which the current is completed through one or more conductors, called the sub conductors, which are insulated from one another and are disposed over the main conductor, and none or less completely used, the latter conductor;

(i) "conductor" means an electrical conductor arranged to be electrically connected to a system;

(j) "covered with insulating material" means electrically covered with insulating material with quality and thickness that there is no danger;

(k) "cut-out" means any appliance for automatically interrupting the transmission of energy through any conductor when the current runs above a predetermined amount;

(l) "danger" means danger to health or danger to life or limb from shock, burn, or other injury to person, or from fire or explosion, attention upon the generation, transmission, distribution, or use of energy;

(m) "dead" means at, or about, earth potential, and disconnected from any live system; provided that apparatus separated from a live conductor by a spark gap shall not be considered dead;

(n) "distributing licensee" means a licensee who obtains from another licensee a supply of energy in bulk for distribution;

(o) "earthed" or "connected with earth" means connected with the general mass of earth in such manner as to ensure at all times an immediate discharge of energy without danger;

(p) "existing system" means an electrical system in which all the conductors are marked;

(q) "Inspector" means an Inspector appointed under section 26 of the Act;

(r) "electrician" means a person appointed in writing by the licensee or owner, agent or manager of electrical plant or apparatus for the purpose of supervising the same, such person being over twenty-one years of age and competent for the purposes of the rules in which the term is used;

(s) "Inspector of Mines" means an Inspector appointed under the Indian Mines Act, 1901; VIII of 1901.

(t) "live" means electrically charged;

(u) "metallic covering" means wire or steel covering, with or without a lead or other suitable sheath on the condition of the same may require, or an iron or steel pipe surrounding one or more conductors;

(v) a meter of a type included in the specification herein referred to shall be deemed to be "correct" when the meaning of section 26 of the Act when the limits of error as notified by an Inspector of Mines do not exceed those laid down in the British Standard Specification for Electricity Meters No. 22 of 1912, and when it is not replaced at or below, and any meter, instrument, standard instrument or other apparatus for which there is a for the time being the British Standard Specification shall be deemed to be "correct" within the meaning of section 22 of the Act when the

shall not error, as certified by an Electric Inspector, does not exceed 3 per cent above or below absolute accuracy at all points of connection of full load and up to full load and when it cannot regulate at its load;

(c) "ohm" means a unit of electric resistance, and is the resistance offered to an alternating electric current by a column of mercury at the temperature of melting ice 106.3 centimetres in mass of a constant cross-sectional area and of a length of 106.3 centimetres;

(d) "ohm-volt" is represented by the resistance between the terminals of the instrument marked "Ohm-volt" of the standard wattmeter; in the passage of an alternating electric current when the coil of wire forming part of the standard instrument is connected to the standard terminals in a coil of wire forming part of the standard instrument at 50°C;

(e) "safe ignitable" means sparking which owing to the lack of adequate provision for preventing the ignition of inflammable gas material in the apparatus would ignite such inflammable gas;

(f) "source" means a person (other than a licensee) generating, supplying, transmitting or using energy to which any of the provisions of Part II of the Act apply;

(g) "system", "circuit" or "apparatus" of a mine are as defined in sections 3 (c), 3 (d) and 3 (e) of 1963, 38 (1), 39 (1), 40 (1) of the Indian Mines Act, 1901;

(h) "voltage" means the difference of electric potential contained in volts between any two conductors, or between any part of either conductor and the earth or read by a barometer or electrostatic voltmeter, and is said to be—

(i) "low" where, under ordinary working conditions, it does not exceed 300 volts by an amount greater than 5 per cent of the nominal pressure where the energy is used;

(ii) "medium" where, under ordinary working conditions, it may exceed 300 volts, but does not exceed 500 volts by an amount greater than 5 per cent of the nominal pressure where the energy is used;

(iii) "high" where, under ordinary working conditions, it may exceed 500 volts;

(iv) "switch gear" means switches, cut-outs or fuses, neutralizers, and other apparatus in connection therewith, used for the purpose of controlling the current or pressure in any system or part of a system;

(v) "system" means an electrical system by which all the conductors and apparatus are electrically connected in a common source of power;

(vi) "use" of energy means the conversion of electrical energy into mechanical or chemical energy, heat, or light for the purpose of producing mechanical energy, electricity, heat, or light;

(vii) "volt" means a unit of electro-motive force, and is the electric pressure which, when steadily applied to a conductor whose resistance is one ohm, will produce a current of one ampere; and

(viii) "watt" means a unit of power, and is the energy expended per second by an alternating electric current of one ampere under an electric pressure of one volt.

## CHAPTER II.

### Electric Inspectors.

3. No person shall be appointed an Electric Inspector unless—

(a) he has had at least five years' practical experience in, or electrical or mechanical engineering, working or electrical power stations; and

(b) after acquiring such experience, he has been regularly engaged for a period of not less than five years in the practice of electrical engineering;

Provided that the Governor-General in Council or the Local Government, as the case may be, may appoint any person not so qualified, if in his or its opinion such person is otherwise fully qualified to exercise the powers and perform the functions of an Electric Inspector.

4. (1) Any Electric Inspector or any officer appointed to assist an Electric Inspector may enter, inspect and examine any place, structure or vessel in which he has reason to believe any appliance or apparatus used in the generation, transmission, supply or use of energy to be, and may carry out tests thereon.

(2) Every licensee and owner shall afford at all times all reasonable facilities to any such Inspector or officer to make such examinations and tests as may be necessary to satisfy himself as to the due safety of the Act, the license (if any) and these rules.

(3) The licensee shall provide means for carrying out all tests prescribed by or under the Act of the appliances or apparatus used for the supply of energy by him.

(4) An Electric Inspector may serve an order in the form set out in Annexure VIII to these rules, upon any licensee or owner, calling upon him to comply with any specified rule, and the person so served shall thereupon comply with the order within the period named therein.

(5) The form set out in Annexure II to these rules shall be payable in respect of the services rendered by him, where the form is called out by compliance with the provisions of the Act or these rules.

(6) The Governor-General in Council or the Local Government, as the case may be, may lay such rules for testing and inspection, and generally for the services of Electric Inspectors under the Act as he or it may from time to time, by general or special order, direct; and may, if he or it thinks fit, make any law or any portion thereof.

5. Where an Electric Inspector is called in to decide any difference or dispute, and where a fee for such service is recoverable, the Electric Inspector shall decide by whom such fee shall be payable.

6. Any Electric Inspector may require a licensee not a licensee may require an Electric Inspector to submit to such Inspector or licensee for examination any sample of tests made in connection with the licensee's work by the licensee or the Inspector, and the licensee or Inspector shall comply with such requirement.

8. An Electric Inspector may require a licensee to submit to him a list of all consumers supplied with energy by him at a pressure exceeding low pressure and of the addresses at which such energy is supplied; and the licensee shall comply with such requisites.

# CHAPTER III.

## Licensees.

### Application for license.

1. **Application for license.** 8. Every application for a license shall be signed by, or on behalf of, the applicant and addressed to such officer as the Local Government may designate in this behalf and it shall be accompanied by—

(a) six copies in print, of the draft license as proposed by the applicant; the name and address of the applicant and of his agent (if any) being printed on the outside of the draft;

(b) one copy, signed by the applicant, of a map of the proposed area of supply, on a scale

(i) of not less than an inch to a mile, or

(ii) if an exact copy is available not less than that of the largest scale edition now available; or

(iii) on each scale as may be approved by the Local Government, as marked or coloured as to show any portion of such area which is under the administration of any local authority;

(c) a list of any local authorities involved with the administration of any portion of the area of supply;

(d) an approximate statement describing any lands which the applicant proposes to acquire for the purpose of the license under the provisions of the Land Acquisition Act, 1954;

(e) an approximate statement of the capital proposed to be expended in connection with the undertaking;

(f) if the applicant is a company registered under any of the enactments relating to companies for the time being in force in the United Kingdom, or in any of the Colonies or Dependencies thereof, or in British India, or incorporated by an Act of Parliament or of the Governor-General in Council or by Royal Charter or Letters Patent, a copy of the Memorandum and Articles of Association; and

(g) a treasury receipt for a fee of five hundred rupees paid into a Government treasury in the province concerned unless such fee is remitted, wholly or in part, by general or special order of the Local Government.

20. The applicant shall deposit at his own office or at that of his agent, and at the office of every local authority involved with the administration of any portion of the proposed area of supply—

(a) a copy of the map referred to in clause (b) of rule 8 for public inspection; and

(b) a statement in writing of reasons of the draft license to be submitted to all persons applying for them at a price not exceeding one rupee per copy.

21. The draft license shall contain the following particulars, namely:—

(a) a short title descriptive of the proposed undertaking, together with the address and descriptive of the applicant, as, in the case of a firm, the names of all the individual members of the firm;

(b) a statement of the boundaries of the proposed area of supply;

(c) if the generating station is situated, or to be situated, outside the area of supply or if any intervening area, not included in the area of supply, is to be crossed, a list of the streets along or across which electric supply lines are to be laid down or placed;

(d) the proposed area of supply, including any land, houses and area of supply

(if needed) and the list;

(e) a list of streets (if any) not reachable by the Government or by a local authority and of railways and tramways (if any) the use or pavement of which the applicant seeks power to open, break up, or interfere with, and the streets of the premises by which such streets are accessible, or who are for the time being entitled to work such railway or tramway;

(f) the proposed period after which the right to purchase is to take effect;

(g) a statement of any special terms of provision or other proposed to be made under section 10 of the Act; and

(h) any proposed modification of the schedule to be made under clause (f) of sub-section (b) of section 2 of the Act.

22. The form of draft license set forth in Annexure III to these rules may, with such variation as the Government of each area require, be used for the purpose of rule 8, and it may be modified.

23. (1) The applicant shall, within fourteen days from the submission of the application under rule 8, publish notice of his application by public advertisement, and such advertisement shall contain—

(a) the draft license;

(b) the address of the office at which, under rule 10, copies of the map therein referred to may be inspected and copies of the draft license obtained;

(c) the advertisement shall be headed by a short title corresponding with that at the head of the draft license, and shall state that every local authority, company or person desirous of making any representation with reference to the application to the Local Government, may do so by letter addressed to such officer as the Local Government may designate in this behalf, within three months of the date of issue of the newspaper containing the first advertisement.

(d) The advertisement shall be inserted by the applicant in at least three successive issues of the same newspaper published or circulated in the proposed area of supply or in such newspaper as the Local Government may approve.

(G) The applicant shall send a copy of each of the three successive issues of the newspaper containing the advertisement to each officer at the Local Government, may designate in this behalf as soon as the third issue appears, and the Local Government shall publish the advertisement copy at least in the Local Official Gazette within one month from the date of the first advertisement published under sub-rule (C) of rule 13.

*Delaware's 19th-Century Education*

34. Where any person desires to have any merchandise trade in the South Seas, he shall deliver  
 35. a statement of the same to the applicant, and also to such officers as the Local  
 36. Government may designate in this behalf within the time allowed under sub-rule

16. Where any person lawfully interested in the grant of a license applied for under the Act, the Local Government shall, at notice (hereinafter in this chapter as "notice") given in writing to be held, at which date notice shall be given to each applicant and objector:

Provided that the Local Government may refuse such an inquiry if, in its opinion, the objective is of a trifling or unimportant nature.

*Grant of License.*

16. If and when the Lead Government has approved of a draft Annex, either in its original form or in a modified form, such officer as the Lead Government may designate in this behalf shall inform the Applicant of such approval and of the form in which it is intended to accept the Annex.

17. If the applicant is willing to accept the house in the form proposed by the Local Government, the Local Government shall, on receipt of an indication in writing of such acceptance, publish the license in the local official Gazette, and notify that it has been accepted.

18. The latest a withdrawal under rule 17 shall be deemed to be the date of commencement of a license.

10. When a license has been granted, a map, showing, as regards such license, the premises situated in district (4) of rule 2 shall be signed, and dated to correspond with the date of the submission of the grant of the license, by such officer as the Local Government may designate to do so and retained by him as the described map.

30. When a license has been granted, the licensee shall, within thirty days, deposit printed copies of the license together with any copies of the map for public inspection at his own office and at that of his agents (if any) and at the office of every local authority within the area of supply and shall forward printed copies of the license to all persons applying for the same or a plan not exceeding one cubic yard.

Order supplementing or amending license

31. Where a licensee desires the written consent of the Local Government under sub-section (5) of section 17 of the Act to enable him to open or break up the soil or pavement of any street or any other work not permissible by the Government or a local authority, or any railway or any other public utility, for such consent shall be made in writing to reach the Local Government in the following manner:—

(a) The licensee shall deposit in the office of the Local Government, in the form of a petition, a statement of the nature of the proposed work, the reasons for the same, and the names of the persons by whom such work is proposed, or who are for the time being authorized to work such street or highway, or the extent to which it is proposed to be worked.

26. (4) No alterations or amendments in the terms and conditions of any license shall be made unless clause (3) of sub-section (2) of section 4 of the Act, which they have been published by the applicant and by the Local Government, and the provisions of sub-rite (2), (3) and (4) of rule 15 shall apply to such alterations.

(4) If any such alteration or amendment is referred to in sub-rule (1) of rule 25 is made, it shall be notified by the Local Government in the Local Official Gazette.

## CHAPTER 19.

Содержание на Внутр. и Личные

30 (1) A licensee shall not connect the conductors and fittings on a consumer's premises with his works unless he is personally satisfied that the consumer will not at the time of making the connection cause a damage from these conductors and fittings exceeding two hundred and thirty per cent of the maximum supply demanded on the consumer's premises.

(3) Where a business declines to make a disposition, in accordance with sub-rule (1), he shall have upon the occurrence of a notice of default, the same rights as a mortgagor.

58. (1) If at any time a licensee has reasons to believe that licensee, likely to seriously to affect the use of energy by the licensee or by other persons, there is the presence of a consumer that the licensee may give the appropriate reasonable notice in writing that he desires to inspect and test such wires and fittings belonging to the licensee as being part of the service.

(3) If the consumer does not give all reasonable facilities for inspection and testing, or if a failure from the consumer's customer, according to the first-mentioned part of the statement, is proved to the producer's disadvantage, the consumer may forthwith demand the supply of the product in question, giving immediate notice of the discontinuance to the supplier and must not otherwise use the supply until the cause of the failure has been removed.

28. (4) Where a customer is identified with the signing of a document under rule 33 or rule 54 in offering or in discounting, or in not recommending the supply of energy in his premises, the conductors and fittings of such customer shall, on his application and on payment of the prescribed fee, be treated for the purposes of this regulation as a "Electric Apparatus" or other article appointed to assist an Electric Installation.

(2) Any such test as is referred to in sub-rule (1) shall be carried out within forty-eight hours of the application to make the same or of the payment of the prescribed fee, whichever is later.

(3) If the Electric Inspector or other officer, as aforesaid, on testing finds that the leakage from the consumer's premises is less than one ampere, the Electric Inspector shall certify the licensee and the licensee shall, within twenty-four hours, commence or resume the supply of energy.

Provided that in the case the licensee shall refund the amount of the prescribed fee to the consumer.

(4) This rule shall be entered on every notice given under the provisions of rule 22 or rule 26.

26. Before commencing to supply energy to a consumer, a licensee shall declare to the consumer the pressure at which he undertakes to give the supply; and this pressure shall, without the written consent of the consumer or the previous sanction of the Local Government, not be more than 4 per cent in the case of low or medium pressure, or by more than 10 per cent in the case of high pressure.

27. Before commencing to supply energy to a consumer or by means of an alternating current, a licensee shall declare to the consumer the frequency at which he undertakes to give the supply; and the frequency shall not, without the written consent of the consumer or the previous sanction of the Local Government, vary therefrom by more than 5 per cent.

28. A consumer may, after giving not less than twenty-four hours' notice to the licensee, stop the supply of any energy supplied by the licensee, in accordance with clause XIII of the Schedule to the Act, and may attach the contents of the two main meters to the licensee of a sum of not more than twenty pounds for every such interruption of a period of twenty-four hours or any part of twenty-four hours.

29. A licensee may after a test in any meter, maximum demand indicator, or other apparatus placed upon a consumer's premises in accordance with section 28 of the Act, and in any meter placed upon a consumer's premises in accordance with rule 26, and no person shall break such seal without giving the licensee, orally, where the meter is the property of the consumer, the consumer also, not less than forty-eight hours' notice in writing.

30. Copies of plans or sections such as are referred to in clause XVI of the Schedule to the Act shall be supplied by the licensee to every applicant at a price not exceeding one rupee per square foot.

31. The point at which the supply of energy by a licensee to a consumer shall be deemed to commence shall be—

(a) where the consumer of energy supplied to a consumer or the electrical quantity measured in the supply is measured by meter, to be the point at which the meter is connected to the supply through the meter; the point at which such conductor enters the meter, and is a portion of a conductor from the installation which does not pass through the meter, the point on such conductor nearest to the meter;

(b) where the amount of energy supplied to a consumer or the electrical quantity contained in the supply is not ascertained by meter, to be the point at which the current is measured in the service line by the licensee in accordance with rule 25.

#### Accounts and forms.

32. (1) Every licensee, unless exempted in accordance with section 21 of the Act, shall submit to the Local Government a statement of his accounts up to the thirty-first day of December of the thirty-first day of March, as the option of such licensee, or to such other date as the Local Government may approve.

(2) Such licensee shall prepare and render to the Local Government a statement of his accounts in accordance with the provisions of the said section within a period of six months from such date as aforesaid, or such extended period as the Local Government may authorize after it is intimated that the time allowed is insufficient owing to any cause not within the control of the licensee.

(3) The accounts shall be made up as for an accounting period in one or other of the prescribed forms set out in Annexures IV and V to these rules according as the licensee is or is not a local authority, and may, at the option of the licensee, be rendered either in British Indian or in British sterling currency.

Provided that the Local Government may, by special or general order, direct that the accounts of any undertaking shall be made up in any form it may direct in such order.

33. Regulations under sub-clause (1) of clause V or sub-clause (2) of clause VI, as the case may be, of the Schedule to the Act shall be made in the form set out in Annexure VI or Annexure VII to these rules.

#### CHAPTER V.

##### PROVISIONS AS TO SUPPLY OF THE PUBLIC.

##### General.

34. The rules in this Chapter shall, unless there is anything repugnant to the subject or context, apply to every licensee and to every owner.

35. Instruments, both in English and in the vernacular of the district, for the prevention of persons suffering from electric shock, shall be affixed in a conspicuous place in every generating station and sub station and copies shall be obtainable from every Electric Inspector at a price to be fixed by the Local Government.

*Provision to be adopted by owners.*

24. A Licensee shall adopt efficient means for protecting his portion of an electric supply-line or any apparatus, ground-wire or accessories of an electric supply-line which is exposed in such a position as to be liable to injury from lightning.

25. A Licensee shall be responsible that all electric supply lines, fittings and apparatus belonging to him, be so far as practicable, which may be on a customer's premises, are maintained in a safe condition, and shall take all due precautions to avoid such of causing fire in such position by reason of his electric supply-lines, fittings or apparatus or any defect therein.

26. A Licensee shall insert a suitable sign-out in each service-line (other than an isolated central conductor or the isolated central conductor of a non-metallic cable) within a customer's premises, in an accessible position as close as possible to the point of entry. Each sign-out shall be maintained within an adequately resistant fire-proof compartment.

Provided that, where more than one consumer is supplied through a common service-line, such individual consumer (if he so requires) shall be given an independent sign-out at the point of junction to the service-line.

27. The following provisions shall apply in service-lines and any apparatus connected therewith as a customer's premises, viz.:-

(1) All such lines, being underground lines, and all apparatus in connection therewith, shall be so constructed and protected as to be secure under all ordinary conditions against electric, mechanical, chemical, or other injury to the installation, and against access of moisture.

(2) From the point where any service-line enters a building, or becomes accessible within the site of a building or other special apparatus, such line and all apparatus in connection therewith, shall be insulated and protected in the manner specified by sub-rule (1).

(3) Any metal forming part of the electric circuit of any such line shall not, unless encased with earth, be exposed so that it can be touched.

*Provision to be adopted by owners.*

28. When an owner grants or uses energy:-

(1) Where bare conductors are used in a building, they shall be inaccessible without the aid of a ladder or other special apparatus and shall have suitable provision for rendering them dead whenever necessary;

(2) no part of any part of any electrical apparatus shall be exposed, while the part is charged to a pressure exceeding low pressure, except by an authorized person;

(3) the supply of energy to every vehicle, travelling crane or the like shall be efficiently controlled by a reliable switch, so that by its means all pressure can be cut off from all apparatus connected and from any device in connection therewith;

(4) landing cables for portable motors shall be specially flexible, heavily insulated and protected from mechanical injury; when the protection is by means of an anti-tensioning device, the cable shall be in suitable connection with the frame of the motor.

*Electric supply lines and apparatus.*

29. Every electric supply-line shall be maintained in a safe condition, as regards both electrical and mechanical conditions, by the person to whom the same belongs.

30. All electric supply-lines and apparatus shall be so arranged by the person to whom the same belong that there shall be no danger of any part thereof becoming accidentally charged to any pressure beyond the limits of pressure for which it is intended.

31. Where an electric supply-line crosses, or is in proximity to, any metallic substance, such as a building or the ground, or the same may be, against the possibility of the metallic substance becoming charged;

Provided that, where the electric supply-line was laid or erected previous to such metallic substance, the best insured on taking such precautions shall be responsible to the licensor or owner, as the case may be, by the person to whom the metallic substance belongs.

32. Every electric supply-line (other than the isolated central conductor of a non-metallic cable) shall be provided, by the person to whom the same belongs, by a suitable cut-out.

33. All metal enclosures or metallic coverings containing or protecting any electric supply-line or apparatus shall be connected with earth, by the person to whom the same belong, and shall be so joined and maintained as to be secure under all ordinary conditions of use.

Provided that this rule shall not apply to isolated wall tubes or to brackets, electrical standards, switches or any other fittings (other than portable hand lamps in factories) where the supply is of low pressure.

34. The frame of every generator, stationary motor, and, so far as practicable, portable motor, and the metal frame (not intended as conductors) of all transformers and apparatus in connection therewith shall be connected with earth, and the supply shall be connected with earth by two separate and distinct connections with earth.

35. The covers or doors of all junction boxes or pillars in any street shall be so secured that they cannot be opened except by means of a special key.

36. In every distributing system in which there is no central conductor, whose potential exceeds 110 volts, the central conductor shall be connected with earth by two

Connections with earth of a metallic system.

apparatus and electrical connections with earth from the nearest tap-bar and in accordance with the following provisions, namely:—

(a) the connection with earth of the central conductor, shall be made at one point only on each distinct system, namely, at the generating station or sub-station, or both, as the case may be, and the insulation of the system shall be maintained at all other points;

(b) the current from the central conductor to earth shall, in the case of a licensee's direct current distributing system, be continuously recorded, and, if at any time it exceeds one-thirtieth part of the maximum supply current, steps shall immediately be taken to improve the insulation of the system;

(c) the connection with earth referred to in clause (a) of rule 41 shall not be made by the aid of, nor shall it be in contact with any wire-rope, gas main or similar main not belonging to the licensee or owner, or the case may be, except with the consent of the owner thereof and of the Electric Inspector; a resistance, not exceeding 50 ohms, may be inserted between the central conductor and earth, and, if so inserted, it shall be of sufficient non-inductive area to carry the current which would pass should an outage or phase conductor become accidentally connected with earth;

(d) the connection with earth shall not be removed except for the purpose of testing, in which case it shall be made good again as soon as such test is finished, and a record of any such discontinuance shall be kept by the licensee or owner, as the case may be;

Provided that the earth connection shall not be removed, in a licensee's system except between 1 a.m. and 5 a.m., or, in an owner's system, while the generator is in operation emergency is being dealt.

Connection with earth. 42. The neutral point of the star-winding of each distinct polyphase multi-phase system may be either connected with earth or insulated.

Connection with earth of metallic conductors. 43. When metallic conductors are used, the insulation shall be maintained throughout, except that the external conductors may be connected with such an one point;

Provided that where energy is generated by an engine the use as live wire provides a considerable resistance, the internal conductors of which is substituted as if earthed, may be used.

#### Medium or high pressure.

44. Where energy is to be supplied as used at medium or high pressure, notice shall be given to an Electric Inspector and the supply shall not be commenced, or at high pressure, continued, until and unless the following provisions have been or are complied with, namely:—

(a) all live parts of apparatus shall, unless accessible only to, and under the control of, an authorized person, be protected by mechanically strong enclosures or enclosures covering securely fastened shutters;

(b) suitable linked switches, of requisite capacity to carry and break the current, shall be provided in each conductor, near the point of origin on the licensee's or owner's premises, as the case may be;

(c) every conductor, unless only accessible to an authorized person, shall be as far as is practicable, completely enclosed in a mechanically strong encasing of suitable strength, securely fastened throughout or fixed in such other manner as may be approved in writing by an Electric Inspector;

(d) the supply to every apparatus shall be effectively controlled by suitable linked switches, of requisite capacity to carry and break the current, in each conductor, placed near the apparatus in such a position as to be readily handled by the operator, so that by their means all power can be cut off from the apparatus concerned and from any other in connection therewith;

(e) the words "Electric," both in English and in the vernacular, shall be stenciled in a conspicuous position near every generator (being the property of an owner) and near every motor, and every switching or regulating apparatus in connection with the same.

45. Where the conductors of a multi-phase system between any of which there is medium or high pressure, are brought into a building for utilization at low pressure, the supply shall be delivered to one or more pairs of terminals, and the wiring from these terminals shall be kept separate and distinct. If in any such case, two or more switches, terminals or conductors any of which there is a difference of pressure exceeding 50 volts, are fixed within reach of one another, all their live parts shall be accessible only to authorized persons.

46. Where the pressure is medium or high, there shall be, in front of every main switchboard a space of not less than 4 feet in width, and, if there are any subboards or live conductors at the back of the switchboard, the space (if any) behind the switchboard shall be either less than 5 inches, or more than 50 inches in width, measured from the furthest out-standing part of any subboard or conductor, if the space behind exceeds 50 inches in width, there shall be a passage way clear to a height of not less than 6 feet, save as regards any horizontal supports of the switchboard, which may be placed at a height of not less than 6 feet 6 inches.

47. In every generating station, sub-station, tap-bar or pillar in which there are any switches or apparatus, intended for medium as well as high pressure, the wires of different respective systems shall be made readily distinguishable from one another.

#### High pressure.

48. (1) A high pressure supply shall not be delivered to any person, other than a distributing licensee, except with the approval in writing of an Electric Inspector, and subject to such conditions (if any) as such Inspector may think reasonable and proper in the circumstances, and the conditions shall not be brought into force until it has been inspected by an Electric Inspector or other officer appointed to assist an Electric Inspector.

Approval of high pressure supply. (2) A high pressure supply shall not be delivered to any person, other than a distributing licensee, except with the approval in writing of an Electric Inspector, and subject to such conditions (if any) as such Inspector may think reasonable and proper in the circumstances, and the conditions shall not be brought into force until it has been inspected by an Electric Inspector or other officer appointed to assist an Electric Inspector.

(7) Where energy is to be used by or across at high pressure, the installation shall not be brought into use except with the approval in writing of an Electric Inspector and subject to such conditions (if any) as he may think reasonable and proper in the circumstances.

(8) When the position of a high pressure motor or other apparatus is changed, notice shall forthwith be given to the Electric Inspector showing the nature and nature of the change of position.

34. (1) A high pressure circuit, other than an aerial line, shall not be brought into use unless the installation of every part thereof has withstood the following tests of high pressure application, during one minute, in the case of every electric supply line, machine, device or apparatus, of a pressure 150 per cent greater than the maximum pressure to which it is intended to be subjected in use; and the Engineer or owner, as the case may be, shall duly record the results of such test and shall forward the result to an Electric Inspector:

Provided, first, that the testing pressure shall in no case be less than 2,400 volts;

Provided, secondly, that an Electric Inspector may, if he thinks fit, accept the manufacturer's certified tests in compliance with this rule;

Provided, thirdly, that, where the normal working pressure exceeds 8,000 volts, the testing pressure need not exceed the working pressure.

(2) A high pressure electric supply line shall, during its use, maintain in the sole charge of an authorized person.

35. All high pressure apparatus, including every portion of any high pressure electric supply line (other than an aerial line) placed above the surface of the ground, otherwise than in a sub-station, or in a compartment specially arranged for the purpose, shall be accessible only to authorized persons, shall be completely enclosed in, or protected by, a mechanically strong installation or metal covering securely fastened throughout, and all circuits and apparatus in connection with the same shall be marked at frequent intervals with the word "Caution," both in English and in the vernacular.

#### Detail Lines—All pressures.

Minimum strength of conductors of detail lines. 36. No conductor of an aerial line shall have a less breaking-stress than 250 lbs.

Provided that, where the span is less than 50 feet and on an owner's premises, and the pressure does not exceed 550 volts, a conductor having a breaking-stress of not less than 300 lbs. may be used.

37. The construction of an aerial line shall be attached to supports at intervals, not exceeding the safe loads based on the breaking-stress of the conductors and the factor of safety prescribed in rule 41:

Provided that, where such a line is erected in, over, along or across any street, the interval shall not, without the consent in writing of the Electric Inspector, exceed 274 feet.

38. Every aerial support of an aerial line placed in the ground, or in such a position as to be accessible without the use of a ladder or other special appliance, shall be constructed with earth.

39. The factor of safety of an aerial line shall be—

(a) for wooden or ferro-concrete supports, at least five;

(b) for iron or steel supports, at least three;

(c) for ground-wire or barbed-wire, at least three;

(d) for insulators, at least three;

under all conditions, the maximum wind pressure being specified by the Local Government in such case; for applications before the effective date shall be taken as two-thirds of the maximum wind speed in wind pressure:

Provided that, in localities where aerial lines are liable to accumulation of ice or snow, the Local Government may, by order in writing, specify such factor of safety as it may think fit and the conditions under which it is to be calculated.

40. (1) The conductor of an aerial line (not being a trolley-wire) or a traction point and distance from the same support as a trolley-wire) shall be, over, along or across any street, at least three feet from the ground.

(2) No such conductor shall be accessible, either from the ground or from any permanent structure, except by the use of ladders or other special appliances.

(3) Where permanent or temporary additions or alterations made in or upon any building or structure, subsequent to the erection of the aerial line, cause this rule to be infringed, the licensee or owner (as the case may be) shall at once take the said line as to comply with this rule, and may recover the reasonable cost of the work from the person responsible for making the said additions or alterations.

(4) Where an aerial line is on a subscriber's or an owner's premises, the height from the ground or from any adjacent or refuse-dump, and from points of buildings or structures to which persons have access shall (unless the conductors are adequately guarded) be not less than 16 feet or such greater height as may be necessary to prevent danger.

41. (1) Every aerial line (not being suspended from a dead beam-rod or not being a trolley-wire) erected in, over, along or across any street or in any factory or place shall be protected with a device approved by an Electric Inspector for insulating such line electrically from the ground in case of break.

(2) Every aerial line on a subscriber's or an owner's premises shall, if the pressure exceeds the limits of low pressure, be similarly protected.



- (1) Lines running or appearing to run other.
- (2) Lines running below them.
- (3) Great wires.
- (4) Nothing defined.
36. (2) (b) Where an aerial line crosses or is in proximity to (1) any telegraph wire, or (2) an aerial line belonging to some other person, the licensee or owner (as the case may be) shall insure that his aerial line is so protected as to guard against the possibility of it coming into contact with the telegraph wire or other aerial line.
- (c) Within twenty-one days of receiving notice that a new telegraph wire or aerial line is, or is about to be, erected in proximity to his aerial line, the licensee or owner (as the case may be) shall effect the protection referred to in clause (b).
- (d) Where the licensee or owner (as the case may be) erects a new aerial line in proximity to any telegraph wire, or to any aerial line not belonging to him, he shall not bring the same into use until he has complied with clause (c).
- (e) In all cases referred to in the preceding sub-rules the protection shall be carried out at the expense of the person whose line is put in contact with the conductors of the Electric Inspector.
- (f) Where lines cross each other, the crossing shall be made in a direction as nearly at right angles to the centre of the cross as possible.
- (g) All guarding arrangements should exclusively be carried on the parts of the owners or licensees who shall, in that case, be responsible for their efficient maintenance.
- (h) In the case of a crossing over a trolley-wire the guarding will be in accordance with the following conditions (also also attached diagrams), namely:—
- (i) Where there is only one trolley-wire two guard-wires shall be erected as in diagram A.
- (j) Where there are two trolley-wires and the distance between them does not exceed 15 inches, two guard-wires shall be erected as in diagram B.
- (k) Where there are two trolley-wires and the distance between them exceeds 15 inches but does not exceed 45 inches, three guard-wires shall be erected as in diagram C.
- (l) Where there are two trolley-wires and the distance between them exceeds 45 inches, each trolley-wire shall be separately guarded as in diagram D.
- (m) The use of the trolley hook shall be so limited that, if the trolley leaves the trolley-wire it shall not foul the guard-wire.
- (n) Where a telegraph-wire is liable to fall or be blown down upon wires, stay-wires or support-wires, and would down upon a trolley-wire, guard breaks shall be provided to prevent such sliding.
- (o) Where guard-wires are used, they shall fulfil the following conditions, namely:—
- (i) Every guard-wire shall be connected with the earth at each point at which its electrical continuity is broken and, in the case of electric traction lines, shall also be connected, at intervals not more than five yards, with the rails.
- (ii) Every guard-wire shall have a breaking-stress of not less than 1,500 lbs. and shall, if made of iron or steel, be galvanized.
- (iii) Every guard-wire, or wire in a system of guard-wires, shall have sufficient insulating capacity to secure the rendering dead, till the contact has been removed, of any live wire coming into contact with it, without risk of fusing of the guard-wire or wires.
- (iv) Every guard-wire or system of guard-wires in supports shall have sufficient strength to carry without breaking the entire load which may be put on it by the fall of any or all the wires guarded.
- (v) Alternative methods of guarding may be substituted with the approval of the Electric Inspector.
37. No service line or tapping shall be taken off an aerial line otherwise than at a point of support.
38. High pressure aerial lines shall not be brought into use until they have been approved by an Electric Inspector, and, where such lines are used, the licensee or owner, as the case may be, shall make arrangements as aforesaid to prevent any person from climbing up any of the supports without the use of a ladder or special appliance.
39. Every aerial line, if covered with insulating material, shall be effectively suspended from a support wire or support-wires, by means of insulating hangers at distances of not more than 10 feet apart; and every support-wire, if made of iron or steel, shall be galvanized.
40. Where an aerial line, erected in, over, along or across any street or over to be used as an electric supply line, it shall be maintained in a safe mechanical condition in accordance with the provisions of rule 41 as, if required by an Electric Inspector, be removed, within a period of fourteen days from the date of such Inspector's requisition for removal.
- Electric trams.**
41. Rules 70 to 73 shall apply in the case of energy used for purposes of traction where the provisions of Part III of the Act apply. In these rules, the conductor and the insulating energy in a vehicle is referred to as the "line", and the other conductors to the "return".
70. Notwithstanding the provisions of rule 41, the pressure of supply on any trolley-wire or other conductor used in direct connection with any vehicle shall not be high, except with the written approval of the Local Government and subject to such conditions (if any) as the Local Government may think reasonable and proper in the circumstances.
71. Every line shall be insulated throughout and every return may be insulated throughout or may be uninsulated in the strict insulator provided.



Diagram A



Diagram B



Diagram C



Diagram D

72. Where any rail on which cars run, or any subdivision, laid between or within three feet of such rail. From any part of a return, each part may be subdivided. All other returns or parts of a return shall be insulated, unless it is so connected with the mainline as required by rule 74.

73. (1) Where any part of a return is subdivided, it shall be connected with the negative terminal of the generator.

(2) Where the owner's subdivided return is in proximity to any mainline pipe, structure or substance not belonging to him, he shall, if so required by the power, in whom such pipe, structure or substance belongs, connect his return therewith at the expense of such power.

74. (1) Where the return is partly or entirely subdivided, the owner shall, in the construction and maintenance of his system, always take means for reducing the difference produced by the current flow on the potential of the subdivided return at any one point and the potential of the subdivided return at any other point so as to ensure that the difference of potential between the subdivided return and any mainline pipe, structure or substance in the vicinity shall not exceed four volts, where the return is relatively positive, or one and one-third volts, where the return is relatively negative.

(2) The power, in whom any such pipe, structure, or substance as is referred to in sub-rule (1) belongs, may, in respect of the power, require the owner of the subdivided return at reasonable times and intervals, to connect by wire to his premises, or to that of his representative, whether the condition specified in the said sub-rule is actually and, if such condition as is referred to is not so connected, at reasonable expense of, and incidental to, the carrying on of the test shall be known by the owner of the mainline pipe, structure or substance.

75. Where the return is partly or entirely subdivided, the owner shall keep a continuous record of the difference of potential, during the working of his system, by means of a junction of an insulated return with an insulated return and by means of the power and current from that junction, and the difference of potential shall not, under normal working conditions, exceed a mean value between the highest maximum peak and the average for the term of maximum load of seven volts.

76. Where both the line and the return are placed within a conduit, the following conditions shall be observed in the construction and maintenance of the system:—

(a) Where the rails are used to form any part of the return, they shall be electrically connected, at intervals apart of not more than 100 feet, with the conduit by means of copper strips having a cross-sectional area of at least one-eighth of a square inch or by other means of equal conductivity. Where the return is wholly insulated and contained within the conduit, the latter shall be connected with earth at the generating station or sub-station through an instrument suitable for the indication of any partial contact of either the line or the return with the conduit.

(b) The leakage-current shall be ascertained daily, before or after the hours of running, when the line is fully charged; and, if at any time it is found to exceed one or more per cent of single trackway track, the tracklines, and one of every shall be suspended unless the leakage is stopped within twenty-four hours.

77. Where both the line and the return are not placed within a conduit, the leakage-current shall be ascertained daily before or after the hours of running, when the line is fully charged; and, if at any time it is found to exceed one or more per cent of single trackway track, the tracklines, and one of every shall be suspended unless the leakage is stopped within twenty-four hours.

78. Provisions as to the satisfaction of an Electric Inspector shall be taken by the owner of every vehicle to provide:—

(a) the safety of passengers to any portion of the electric circuit where there is danger to them of coming in contact therewith;

(b) any metal handrail or other metallic substance liable to be handled by passengers becoming charged.

79. Where any rail on which cars run are used as a return, the current density in such rail shall not, under ordinary working conditions, exceed one ampere per square inch of cross-sectional area.

80. Every trolley-wire shall be constructed in tension not exceeding one mile in length, and means shall be provided for isolating such wires.

81. No trolley-wire shall be of less cross-sectional area than eight one-hundredth of a square inch nor shall it have a line breaking stress less than 4,500 lb.

82. A trolley-wire or a traction-feder on the same supports as a trolley-wire shall maintain be at a height from the surface of the street of less than 17 feet, except where it passes under a bridge or other fixed structure or through or along a tunnel or mine-shaft or the line, in which case it shall be suspended to the substance of an Electric Inspector. The clearance between the supports shall not exceed 140 feet.

83. (1) The owner shall, so far as is consistent with his system of working, keep the following records, namely:—

(a) daily records showing—  
the maximum working current from the source of supply;  
the maximum working pressure at the source of supply;  
the difference of potential, as required by rule 73; and  
the leakage-current (if any), as required by rule 75 and rule 77.

- (6) Grounded pencils showing—  
every test made under rule 74;  
every stoppage of leakage, together with the time occupied; and  
particulars of any abnormal occurrence affecting the electrical working of the system.  
(7) These records shall be open to inspection by an Electric Inspector or by any person authorized in writing by an Electric Inspector.

*Mines and oil fields.*

81. (1) Rules 23 to 107 shall apply in case of energy used in mines where the particulars of apparatus, rules Part III of the Act apply, but they shall not apply in the case of any apparatus for mines and oil fields except ground, except such as may directly affect the safety of persons below ground.  
(2) The said rules shall also apply in case of energy used in oil fields.  
(3) It shall be the duty of the owner, agent, or manager of (a) mine or of the agent of any company operating in the oil field, or of the owner of one or more drilled wells situated in the oil field to comply with and enforce the following rules and it shall be the duty of all persons employed to conduct their work in accordance with the rules.  
(4) An authorized person shall be on duty in every mine or oil field while energy is being used therein.

82. On or before the first day of February in every year an annual return giving the name and type of apparatus and any particulars as to the maintenance of its use shall be sent to the person appointed in rule 80 in the form set out in Schedule IX in these rules. ~~Provided that this rule shall not apply to telephones and signaling apparatus or to low pressure incandescent lighting only.~~

*Mines and oil fields.*

83. (1) A proper plan on the same scale as the plan kept at the mine in fulfillment of the requirements of the Indian Mines Act, 1901, shall be kept in the office at the mine showing the position of all fixed apparatus and installations in the mine, whether lights, telephones or signaling apparatus, or valves for the same. The said plan shall be corrected every six months, and the date of correction entered on the plan by the manager of the mine, and it shall be produced to an Electric Inspector on request at mine or at any time on his request.  
(2) A similar plan, on a scale not less than sixteen inches to the mile, shall be kept by the manager or owner of one or more wells in any oil field, showing similar particulars and subject to correction and inspection as prescribed in schedule (2).

(3) A similar plan, on such scale as the local Government may require, shall be kept in the office of the licensee or person transacting or distributing energy in a mine or oil field, showing the position of all electric supply lines under his control, and subject to correction and inspection as prescribed in the said rule (2).

84. (1) In all places in a mine lighted by electricity, where failure of the lighting, whether main or local, might be likely to cause danger, one or more safety lamps or other proper lights shall be kept continuously burning.

(2) Efficient means shall be provided in every mine for communication between the place in which the workmen are employed and the place in which the distribution or main distributing centre is the pit.

(3) Appliances for communicating free shall be kept ready for immediate use in every place in a mine containing apparatus, other than valves, telephones and signaling apparatus.

85. (1) Where necessary to prevent danger or mechanical damage, haulage and switchgear shall be placed in a separate room, compartment, or box.

(2) Unless the apparatus is so constructed, protected, and worked as to obviate the risk of fire, an inflammable material shall be used in the construction of any room, compartment, or box containing apparatus, or in the construction of any of the fittings therein. Each such room, compartment, or box shall be substantially constructed and shall be kept dry.

(3) Adequate working space and means of access shall be provided for the apparatus and free from danger shall, in so far as circumstances permit, be provided for all apparatus that has to be worked as situated in, and all handles intended to be operated shall be conveniently placed for that purpose.

86. Where working is necessary it shall be carried out in a mine by excavation to an existing system at the surface of the mine, and, in all cases, in a manner approved by an Electric Inspector.

87. (1) All apparatus and installations shall be sufficient in power and size and of sufficient construction and mechanical strength, for the work they may be required to do, and so far as is practicable, shall be substantially constructed, protected, and maintained, so as to prevent danger to persons or property.

(2) All insulating material shall be chosen with special regard to the circumstances of its proposed use. It shall be of mechanical strength sufficient for its purpose, and, so far as is practicable, it shall be of such a character as to be protected so fully to maintain its insulating properties under working conditions of temperature and moisture.

(3) Every part of a system shall be sufficiently insulated from earth, except that (a) the neutral point of a polyphase system may be earthed at one point only; (b) the mid-point of a star system, where there is a neutral system, may be earthed at one point only; and (c) the outer conductors of a three-phase system shall be earthed.

(4) Earth or fault currents or currents shall be connected up in every system in a mine to allow immediately any defect in the insulation of the system. The readings of these instruments shall be recorded daily in a book kept at the governing station, sub-station or switch room.



personal against corrosion where necessary; (iv) of a conductivity of all parts and at all points of least equal to 50 per cent of the conductivity of the largest conductor enclosed by the said flexible covering; and (v) where there may be risk of igniting gas, dust, or other inflammable material, so constructed as to prevent as far as is possible the occurrence of open sparking as the result of any fault or leakage from the conductor.

Provided that where two single-core cables protected by sheaths covering bonded together in accordance with clause (v) of this rule are used for a circuit, the conductivity of each of the said sheaths covering at all parts and at all points shall be at least equal to 25 per cent of the conductivity of the conductor enclosed thereby.

(6) Cables and conductors when joined up to machines, transformers, switches, and other apparatus, shall be constructed so that (i) they are adequately protected by securely attaching the sheaths covering to the apparatus; and (ii) the insulating material at such ends and is effectively sealed so as to prevent the disintegration of the insulating properties. Where necessary to prevent abrasion or to protect the insulation, there shall be properly constructed glass or leather.

(7) Unarmoured cables or conductors used with the output of an Electric Dynamo as provided in sub-clause (3) of clause (1) shall be either covered in glass or rubber or encased in a flexible sheath protected by means of open non-insulating material which will prevent the covering and which will prevent contact with any substance or metal work.

(8) Flexible cables for portable apparatus shall be free from any substance and covered with insulating material which shall be effectively protected from mechanical damage.

If a flexible cable covering is used either as the outer covering of a conductor or as an earth conductor for the portable apparatus, but it may be used for the purpose of insulating it from working parts or other working wires.

(9) Every flexible cable for portable apparatus shall be connected to the system and to the ground by a properly insulated conductor.

(10) Every portable cable for portable apparatus shall be joined to metal and a suitable capable of securely holding the pressure from the flexible cables shall be provided.

(11) No lampshades shall be on a machine near the work of the guard or other metal work of a portable lamp.

(12) An electrician shall be appointed to writing by the owner, agent or manager of the mine or by the agent or the owner of one of more wells in an oil field to supervise the apparatus. If necessary for the proper maintenance of the duties defined in this rule, one or more assistants to the electrician shall be appointed by the owner or manager.

(13) Every person employed by work, inspection, cleaning, or repair of any apparatus shall be competent for the work that he is to do. No person across the electricity, or a competent person working under his supervision, shall undertake any work where, in order to do so, he is exposed to special knowledge or experience is required.

(14) The electrician shall be responsible for the proper performance by himself or by an assistant appointed under sub-rule (1) of the following duties, namely:—

(a) the thorough examination of all apparatus (including the testing of every appliance and testing the covering for continuity as often as may be necessary to prevent danger); and

(b) the examination and testing of all live apparatus, and of all apparatus is erected in the mine before it is put into service in a new position.

Provided that in the month of the above rules for more than three days, the owner, agent or manager of the mine or the agent or owner of one or more oil-wells in an oil field shall appoint in writing an efficient electrician.

(15) The electrician shall keep at the mine or oil field a log-book made up of daily legible kept in the form set out, respectively for mines and oil-fields, in Schedule A to these rules. The said log-book shall be produced at any hour on request to an Inspector of Mines or an Electric Inspector.

(16) Should there be a fault in any detail, the part affected shall be made good without delay, and shall remain in good order until the fault has been remedied.

(17) For the protection of danger all apparatus shall be kept clear of obstructions and free from dust, dirt and moisture. Inflammable or explosive material shall not be stored in any room, workshop, or in the installing apparatus, or in the vicinity of apparatus.

(18) Before any machinery or apparatus is changed, adequate precautions shall be taken, by stopping the machine or apparatus, if there is danger of starting, and to prevent any machine or apparatus from being accidentally or intentionally started during the time persons are working thereon. While lamps are being changed the person shall be charged with persons are working thereon.

Provided that this rule shall not apply to the drawing of ammunition and ship rings working at low or medium pressure.

(19) The person authorized to work on electrically driven and other portable machines shall not leave the machine while it is working, and shall before leaving the place where such machine is working ensure that the pressure is cut off from the flexible trailing cable which supplies such machine. Trailing cables shall not be dragged along by the machine when working.

(20) Every flexible cable shall be examined periodically by the person authorized to work the machine, and if such cable is used with a portable machine, he shall examine it at least once in every cable is used and if damaged or defective, it shall forthwith be repaired by, or be replaced and if it has been properly repaired.

(21) In any part of a mine or oilfield as in any working approaching such part, in which gas or other inflammable gas or vapour, although not actually present, is likely to occur in quantities which shall be noticed as regards all apparatus, including such apparatus as a working at low pressure:—

(a) the person who is working shall be instructed to stop work at once if he is aware of any such gas or vapour.

(c) All valves, apparatus, signaling wires and signaling instruments, shall be constructed, installed, protected, tested and maintained, so that in the normal working thereof there shall be no risk of any sparking.

(d) All wires shall be insulated, so that, when any part is live, all rubbing systems (such as commutators and slip-rings) are so arranged as to prevent any sparking.

(e) The pressure shall be switched on the apparatus both with its own sparking circuit, and during the whole time that commutation or adjustment of the part liable to spark is being made. The pressure shall not be switched on again until the apparatus has been examined by the observer or one of his duly appointed assistants and he is satisfied (if any) has been removed as the adjustment made.

(f) Every electric lamp shall be enclosed in an air-tight fitting, and the lamp globe itself shall be hermetically sealed.

(g) A safety lamp shall be provided and kept continuously burning near each motor when working and, should the appearance of the flame of such safety lamp indicate the presence of inflammable gas, all pressure shall immediately be cut off from apparatus in the vicinity thereof and the motor shall be reported forthwith to an official of the mine.

(h) If at any time in any place in which either the presence of inflammable gas in the general body of the air is found to exceed one and a quarter, the supply of energy shall at once be cut off from all valves and apparatus in that place and shall not be reconnected so long as the percentage of inflammable gas exceeds that amount.

Winding and signaling wires. 180. (1) Where electricity is being used as in any mine, —

(a) Temporary precautions shall be taken to protect conductors and apparatus from injury.

(b) Current from lighting or power circuits shall not be used for signaling.

(c) Short-circuit cables shall be covered and protected as provided by rule 27 for flexible cables. Adequate precautions shall be taken to prevent them from touching other cables and apparatus.

(d) Where electrical signaling is used in any mine, —

(a) Adequate precautions shall be taken to prevent signal and telephone wires from touching cables and other apparatus.

(b) The pressure used in any one circuit shall not exceed 10 volts.

(c) Cables when used in an underground mine shall be so constructed as to prevent the use of electricity of the mine.

Hydrogen mines. 181. Except by electric illumination on the overhead trolley-wire system, at positions not exceeding sixteen, and lighting by storage-battery illumination, may be used in any mine or field, with the consent in writing first obtained from the Electric Inspector in all cases, and subject to such conditions affecting safety as may be made by him.

182. (1) The provisions of rules 83 to 180, both inclusive, shall not apply in any case in which exception is obtained on such conditions as he may prescribe, from the Electric Inspector, or, in the case of the Barrow of-Fields, from the Working of the of-Fields, on the ground either of emergency or special circumstances.

(2) Notwithstanding anything in these rules, any electrical plant or apparatus installed, to be used, in any mine before the 31st December 1918, or in any of-Fields before the coming into force of these rules, may be continued in use subject to the Electric Inspector, after consulting the Chief Inspector of Mines, or, in the case of the Barrow of-Fields, the Working of the of-Fields, as the case may be, shall otherwise direct, but subject to any conditions affecting safety which the Electric Inspector may impose.

#### Execution of Rules

183. The Local Government may, by order in writing, direct that any of the provisions of rules 83 to 182, both inclusive, be relaxed in any particular case in such extent and subject to such conditions (if any) as it may think reasonable and proper in the circumstances.

184. (1) An Electric Inspector may, by order in writing, direct that rules 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

(2) Where the pressure in any system does not exceed 100 volts as Electric Inspector may, by order in writing, direct that any of the provisions of rules 83 to 182, both inclusive, be relaxed in any particular case in such extent and subject to such conditions (if any) as he may think reasonable and proper in the circumstances.

(3) Every relaxation so directed shall be reported forthwith to, and shall be subject to the approval or refusal by, the Local Government.

#### CHAPTER VI.

##### PERMITS AND NOTIFICATIONS.

185. Miners and owners, and their agents and managers, shall be responsible for the observance of each of the rules in Chapter V of these rules as respects a duty or a process not therein specified.

186. Where, in contravention of rule 18, any coal is mined in a mine, the person who is concerned in the mining shall be responsible for every such breach with the view of any action in the mine.

187. Whenever, being a licensee or owner, or the agent or manager of a licensee or owner, commits a breach of these rules, shall be responsible for every such breach with the view of any action in the mine. The person who is concerned in the mining shall be responsible for every such breach with the view of any action in the mine.

108. All persons entering, in pursuance of the Act or these rules, any building which is used as a house dwelling or a place of worship shall, in making such entry, have due regard, so far as may be compatible with the exigencies of the purposes for which such entry is made, to the social and religious usages of the community of the building entered.

109. Subject to the provisions of sub-section (2) of section 45 of the Act, these rules shall be applied to the building in all persons, companies and undertakings in which houses have been erected or with whom agreements have been made by or with the sanction of Government for the supply or use of electricity before the commencement of the Act.

#### APPENDIX A.

[See rule 2 (3).]

##### *Specifications relating to the Deposition of Silver.*

The electrolyte shall consist of a solution of from 10 to 70 parts by weight of silver nitrate in 100 parts of distilled water. The solution must only be used once, and only for so long that not more than 10 per cent of the silver in the solution is deposited.

The anode shall be of silver, and the cathode of platinum. The current density at the anode shall not exceed 150 amperes per square centimetre and at the cathode 1/70 amperes per square centimetre.

Distilled water and white crystalline electrolyte shall be used in a volumeter.

Care must be taken that no particles which may become mechanically detached from the anode shall reach the cathode.

Any weighing, any traces of solution adhering to the cathode must be removed, and the cathode dried.

#### APPENDIX B.

[See rule 11 (1).]

##### *Scale of fees for compliance with the Government of India Standards referred to in Rule 3.*

In cases requiring the expenditure of a considerable amount of power, a charge to meet the actual cost of the energy used, may be made:—

For an instrument intended to be used as a substitute and substituted for special examination and testing. 50

If required to be kept under observation for a period longer than six months, the scale additional 10

month or part of a month 40

For demonstrating a specimen of standard form to highest accuracy of standards, at one inspection. 20

For re-examining the E. H. P. after alteration and to highest accuracy standards, at one inspection. 15

Instruments referred to above to be delivered at and removed from the Government Electrical Laboratory, Government, Calcutta, free of cost to Government.

#### APPENDIX C.

[See rule 13.]

##### *Model Form of Draft License under the Indian Electricity Act, 1910.*

[See section 2.]

Electric License, 1910

#### DRAFT LICENSE.

Signature of Applicant or  
his Agent (if any).

Address of applicant.

The \_\_\_\_\_ Electric License, 1910

License for the supply of energy granted by the Government of \_\_\_\_\_ under the Indian Electricity Act, 1910.

License is hereby granted to:—

(The licensee may in any local authority, company or individual, in the name of a firm, give names of individual partners.)

(Carrying on business in partnership under the same and style of)

to supply electrical energy in the area \_\_\_\_\_ with the persons and upon the terms and conditions all specified below.

1 See section 3.



*Short title.*

1. This license may be cited as "The \_\_\_\_\_"

\* Short title to agree with heading.

*Interpretation.*

2. The several words, terms and expressions in which by the Indian Electricity Act, 1910, as by the Rules thereunder made, are assigned shall have in this license the same meanings as in that Act, provided that in this license—

(a) the Act shall mean the Indian Electricity Act, 1910;  
(b) the expression "the licensee" shall mean and include the user

\* Definition of words as in generally in the rules of a law.

and their [or his] permitted assignees and

(c) the expression "deposited map" shall mean the plan of the area of supply heretofore specified which has been deposited with Government in pursuance of the Rules under the Act, which plan is signed for the purpose of authentication by the Secretary to the Government of \_\_\_\_\_ in the Department, and by the applicants under the same and style of \_\_\_\_\_

*Duration.*

3. (1) The period within which, under clause (b) of the Schedule to the Act, the licensee shall show that he is in a position fully and efficiently to discharge the duties and obligations imposed on him shall be \_\_\_\_\_

\* See section 4 (1) (b) of the Act and clause 1 of the Schedule to the Act.

(2) The period within which, under clause 1 (2) of the Schedule to the Act, the licensee shall deposit or secure such sum as therein mentioned, and the sum so to be deposited or secured shall, unless otherwise ordered by the Government under this clause, be \_\_\_\_\_ and \_\_\_\_\_ respectively.

*Area of supply.*

4. The area shown referred to within which the supply of energy is authorized by this license (the area of supply under the Act) is the whole of the area bounded as follows:—

North—By \_\_\_\_\_

East—By \_\_\_\_\_

South—By \_\_\_\_\_

West—By \_\_\_\_\_

the boundaries whereof are delineated in the deposited map.

*Power to lay mains outside area of supply.*

5. The licensee may lay down or place electric supply-lines for the conveyance and transmission of energy down, a gas-pipeline and/or situated as he is situated at \_\_\_\_\_ (outside the area of supply) to the boundary of the area of supply.

\* This clause should be retained only where the licensee is to supply energy from a generating station outside the area of supply. Where it was to come an adjoining area is sought under section 4 (1) of the Act, other details here.

*Works within which the supply of energy is to be compulsory.*

6. (1) The works to be provided to the satisfaction of the Government under clause IV of the Schedule to the Act are the following namely:—

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\* See section 4 (1) (d) of the Act.

\* It is open to the licensee to prepare a "compulsory area" or to the Local Government to make provision for such an area. Compulsory it will be referred to in many laws the terms of "compulsory district" in which the licensee will lay distributing mains. If on compulsory works and founded in the license, the Local Government may subsequently direct what works are to be executed; see clause IV of the Act.

\* See note to sub-clause (2) of this clause.

(2) If the licensee fails to comply with the provisions of sub-clause (1), the license may be revoked.<sup>12</sup>

*Nature of the supply and liberty of price to be charged for the supply of energy.*

7. (1) The nature of the supply shall be \_\_\_\_\_

(2) The price to be charged by the licensee for energy supplied by him shall not exceed the following maxima, namely:—

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## Bla. H. Capital Journal.

Dr.

For the year ending  $\frac{\text{31st December 20}}{\text{31st March 20}}$

2

	Depreciation by method of pre- vision paid	Expected deduction for year	Total expected deductible		Amount deductible in year 2000	Amount deductible in year 2001	Total expected deduction
1. To preliminary expenses to be capitalized				1. By amount paid by owner			
2. To assets, including less obvious, intended to be depreciated				2. By value of assets including less obvious property used for the substantial purpose			
3. To value of assets acquired for substantial purpose to produce income				3. By value of acquired assets only			
4. To buildings				4. By other property (to be specified)			
5. To plant							
6. To machinery							
7. To improvements, etc.							
8. To money and fees for acquiring assets (the fee)							
9. To general status							
10. To transfer to holding fund of value of assets sold, at per centum							
11. To amount applied to the reduction of principal of borrowed money (loan value of 100, 100% sold at per centum)							
12. To capital (cost to be specified)							
Total depreciation							
To balance of Capital account							

## Pa. III.—Hottel and Associates.

The

For the year ending 31st December 19  
New South 18

5

A.—Description.	
1. To feed .. .. .	
2. To fill, waste, waste and engine-room steam .. .. .	
3. To prepare for delivery of engine steam, or for delivery of steam and oil .. .. .	
4. To waste and produce .. .. .	
5. To waste and produce .. .. .	
6. To waste .. .. .	
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9. To waste .. .. .	
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## No. III.—Revenue account—contd.

Brought forward ..					
By—Revenue account ..					
1. To salaries, viz—					
Engineer's Department ..					
General Department ..					
2. To general establishment charges ..					
<i>Land-line charges</i> ..					
To line expenses ..					
<i>Sea-signal charges</i> ..					
3. To cost of articles manufactured ..					
4. To other items to be specified ..					
Total expenditure ..					
Amount carried to and received interest, balance carried to next account to provide for bad debts ..					
Total ..				Total ..	

## No. IV.—Hot Revenue Account.

1. To interest on mortgage debt remitted due to date ..				1. By balance from last account ..	
2. To amounts of principal of money borrowed ..				2. By balance brought from revenue account (No. III) ..	
3. To amount transferred to sinking fund when each fund is exhausted ..				3. By interest on money at deposit ..	
4. To payments to reserve fund when each is exhausted ..					
5. To cash applied to liabilities ..					
6. To income tax paid ..					
To balance carried forward ..					
Total ..				Total ..	

## No. V.—Sinking Fund Account.

Dr.	By.	Dr.	By.
1. To amount paid for purchase of instalment of investment to be specified ..		1. By balance brought from last account ..	
2. To amount paid during period of account ..		2. By amount brought from revenue account ..	
3. To amount of principal of borrowed money repaid ..		3. By interest on investment ..	
4. To amount of balance to next account ..		4. By sale of bonds transferred from account (2) ..	
		5. By amount received by sale stock (balance of stock to be specified) ..	
		6. By stock purchased ..	
Total ..		Total ..	

## No. VI.—Revenue Fund Account.

Dr.	By.	Dr.	By.
1. To amount paid for purchase of instalment of investment to be specified ..		1. By balance brought from last account ..	
2. To amount ..		2. By amount transferred from revenue account ..	
3. To amount transferred to reserve account ..		3. By stock purchased ..	
4. To amount of balance to next account ..		4. By amount received by sale stock (balance of stock to be specified) ..	
Total ..		Total ..	





No. 17—Expense Account.

For the year ending 31st March 1913.

Dr.				On.
<i>A.—Electricity.</i>				
1. To fuel .. ..				1. By sale of energy for lighting particulars .. ..
2. To oil, wax, water and engine-room steam .. ..				2. By sale of energy for power particulars .. ..
3. To replacement of valves of engines, exhaust valves and others .. ..				3. By sale of energy under special contracts .. ..
4. To wages and gratuities .. ..				4. By power lighting .. ..
5. To repairs and maintenance of Engines .. ..				5. By rental of engines and other articles, accessories, particular .. ..
Buildings .. ..				6. By maintenance .. ..
Plant .. ..				7. By maintenance .. ..
To special items (to be specified) .. ..				8. By maintenance .. ..
<i>B.—Distribution.</i>				9. By maintenance .. ..
1. To replacement of valves of engines, exhaust valves and others .. ..				10. By other items (to be specified) .. ..
2. To wages and gratuities .. ..				
3. To repairs, maintenance and consumables of engines .. ..				
4. To repairs, maintenance and consumables of machinery, etc. .. ..				
5. To repairs, maintenance and consumables of other apparatus, temporary particulars .. ..				
<i>C.—Public Works.</i>				
1. To alterations and repairs .. ..				
2. To materials, etc. .. ..				
<i>D.—Roads, water and other.</i>				
1. Road works .. ..				
2. Water and other .. ..				
<i>E.—Other general expenses.</i>				
1. To "General" expenses .. ..				
2. To management .. ..				
3. To general maintenance charges .. ..				
4. To salaries of employees .. ..				
5. To salaries specified under the particulars of this list .. ..				
<i>F.—Law charges.</i>				
To law expenses .. ..				
<i>G.—Depreciation.</i>				
1. To depreciation in respect of land works .. ..				
2. To depreciation in respect of buildings .. ..				
3. To depreciation on plant .. ..				
4. To depreciation on engines .. ..				
5. To depreciation on machinery, etc. .. ..				
6. To depreciation on water .. ..				
7. To depreciation on general items .. ..				
<i>H.—Depreciation.</i>				
1. To depreciation in respect of any other items, to be specified .. ..				
<i>I.—Special charges.</i>				
1. To cost of special occasion .. ..				
2. To other items to be specified .. ..				
Total expenditure .. ..				
Balance carried to next account .. ..				

## FORT ST. GEORGE GAZETTE

[Page 1]

[illegible][illegible][illegible]

No. 1111—General Balance Sheet.	
Debit.	Credit.
1. To capital account (to amount credited on previous No. 1111) .. .. 2. To carry forward balance of profit and loss, including profit and loss, and surplus .. .. 3. To carry forward balance of open accounts .. .. 4. To new revenue account (balance at start of month) .. .. 5. To reserve fund account (balance at start of month) .. .. 6. To depreciation fund account .. .. 7. To special items (to be specified) .. ..	1. By capital account (amount deposited) .. .. 2. By other account .. .. 3. By surplus .. .. 4. By carry forward balance .. .. 5. By carry forward balance .. .. 6. By revenue .. .. 7. By reserve fund .. .. 8. By depreciation fund .. .. 9. By special items (to be specified) .. .. 10. By other .. ..
Total ..	Total ..

[illegible]

<sup>1</sup> When the underlying supplies prior to January 1981, the basis will be the amount shown on the original invoice. In calculating the total basis, the basis of the supplies sold to the taxpayer should be added to the basis of the supplies sold to the taxpayer. The basis of the supplies sold to the taxpayer should be determined by the taxpayer's records. The basis of the supplies sold to the taxpayer should be determined by the taxpayer's records.



ARTICLE VI

Form of requisition under clause F (3) of the Schedule to the Act.

To

In the case of the  
If more correct to  
requisition

His, the undersigned, being owner or occupier of premises situated in or  
near the \_\_\_\_\_ street, within the "area of supply" specified  
in the \_\_\_\_\_ Section 19, do

"In the case of  
Local Government or  
local authority,  
The local authority's  
name will have to be  
inserted

The Government of \_\_\_\_\_ (the  
of \_\_\_\_\_) being charged with public lighting of \_\_\_\_\_  
street, within the area of supply specified in the \_\_\_\_\_  
Section 19, do

I hereby require (a) you, in pursuance of clause F of the Schedule to the Indian  
Electricity Act, 1910, to provide, within six months of the date of this requisition,  
distribution means throughout the said street:

Date at \_\_\_\_\_  
The day of 19 \_\_\_\_\_

ARTICLE VII.

Form of requisition under clause (3) of the Schedule to the Act.

To

I hereby require you, in accordance with clause VI of the Schedule to the Indian Electricity  
Act, 1910, within one month or within such longer period as the Electric Inspector may allow, from  
the date of this requisition, to supply additional energy for the premises  
owned (occupied) by me, situate within the "area of supply" specified in the \_\_\_\_\_ Section 19,  
for the following :-

working work will be carried out by \_\_\_\_\_  
Dated at \_\_\_\_\_  
The day of 19 \_\_\_\_\_

Note.—Under clause VI (2), (a) portion, sub-clause (3), of the Schedule to the Indian Electricity Act, 1910, the  
licensee shall not be bound to comply with any such requisition unless until the power making it is required by the  
licensee to do, pays to the licensee the cost of any work done or may be done as aforesaid, for the  
purpose of the supply of the premises in respect of which the requisition is made, and of as much of any service line  
as it may be necessary to be laid down or put beyond the limits of the licensee's distributing  
area, although not on that property.

ARTICLE VIII.

Form of order under rule 4, and rule (4).

To

Whereas it appears that you \_\_\_\_\_ (name of licensee or owner),  
has not been complied with by  
you

I, \_\_\_\_\_, you are hereby called upon to comply with the said rule within 1 \_\_\_\_\_  
month in the meantime an appeal has been lodged in accordance with sub-  
section (2) of section 36 of the Act.

Dated at \_\_\_\_\_  
The day of 19 \_\_\_\_\_

Section 36 (2) of the Act reads:—  
"In the absence of any provision to the contrary in this Act or any rule thereunder, an appeal shall lie from  
the decision of the Electric Inspector in the Government District or Council or the Local Government, as the case may be,  
or, if the Government District or Council or the Local Government, as the case may be, by person or persons acting in  
opposition to the decision of the Electric Inspector."

## ANSWER KEY

*Views of counsel options for males.*

(Shaw, 1997a, b, 1998)

This form must be correctly filled up by the owner, agent, or manager, and sent to the Chief Inspector of Mines in India not later than the 31st January (each Mine has to send return form).

## Part A

Your mailing \_\_\_\_\_ 18 \_\_\_\_\_

Name of client \_\_\_\_\_

District:

376 *Journal of Health Politics, Policy and Law*

10

Goal 1 will have a mix:

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

Home mail address of [redacted]

*Form of annual return for all fields*

Officer (M) 1

This form must be correctly filled up by the owner, agent, or manager, and sent to the  
not later than the first day of February 19

## Figure 4

Time ending \_\_\_\_\_ 19\_\_\_\_

Source of all data

Journal of Interpersonal Violence 27(10)

Situation of cO-14M

Friend

\_\_\_\_\_

Postal address of oil field:\_\_\_\_\_

Name and address of \_\_\_\_\_

### Form of Asset Return

Part III: *Music*

## True and Horse-Power of Electrical Apparatus.

1.-Spices of Supply (selecter understand account to streamling account)				
Wholesale of Supply	..	..	..	..
Feasibility of streamling account				
Source of Supply	..	..	..	..
2.-Volume of whole account to used by:-				
Lighting	..	..	..	..
Power	..	..	..	..
3.-Number and H.P. of each Motor installed on another form:-				
Grinding	..	..	..	..
Grinding, etc.	..	..	..	..
Boasting	..	..	..	..
Grinding, sawing or other purposes	..	..	..	..
Manufacture	..	..	..	..
Total	..	..	..	..
4.-Number and H.P. of each Motor installed below ground form:-				
Boasting	..	..	..	..
Grinding	..	..	..	..
Power, Sawing	..	..	..	..
Manufacture	..	..	..	..
Total	..	..	..	..
5.-Grand Total (Summation of Item 3)	..	..	..	..

Part B (22 Rules)  
Type and Name-Plate of Electrical Apparatus.

1.—System of Supply (whether continuous current or alternating current)			
Voltage of Supply	..	..	..
Periodicity (if alternating current)	..	..	..
Source of Supply	..	..	..
2.—Voltage at which stored in use, type—			
Lighting	..	..	..
Power	..	..	..

3. Particulars of Motors, etc., in use on the field—

(a) On wells.

Number or other identifying mark of well.	Volts and phasing.	H. P. and Motor.	Number of lamps and type.	Other electrical appliances.

(b) Not on wells.

H.P. of Motor.	Purpose for which used.	Identifying mark on map.

(c) Other electrical appliances, not included in (a) and (b), in use on the field.

Appliances.	Use in H. W.	Purpose for which used.	Identifying mark on map.

Part C (Mines only).

Particulars of Coal-cutting Machines, Conveyors and Electric Safety Lamps used during the year ended—

1.—Coal-Cutting Machines and Conveyors.

Description	Number driven by		Details Used by						Number of Conveyors at Coal Face.
	Electricity.	Engines and A.E.	Machinery.			Over powered A.E.			
			Coal.	Other material.		Coal.	Other Material.		
				Total.	Over powered.		Total.	Over powered.	
Deep ..	...	...							
Ext ..	...	...							
Coal ..	...	...							
Overhead ..	...	...							
Power Mining ..	...	...							

## II.—Electric Safety Lamps

Lamps in Use. (State of lamp, and name of make, as marked on the lamp, should be given for each type of lamp in use.)	Number of each type in use.	Record of Lighting		
		Last lit.	No. hours.	Other (state the nature of the test).

## APPENDIX X.

Log sheet for mine.

(See rule 38 (3)).

Daily log sheet for \_\_\_\_\_ 18 \_\_\_\_

1. Name of electrician in charge \_\_\_\_\_

2. Report as to:—

(a) Condition of the insulation of the system:—

(b) Specific defects of insulation (particular of each failure of apparatus should be given):—

(c) Accidents or dangerous occurrences (including any cases of electric shock and any cases of open sparking in apparatus in use in places where rule 36 applies):—

(d) Examination of apparatus as provided by rule 38:—

(i) Routine examinations as required by rule 38 (2) (d):

State which  
insulated  
and tested

(ii) Special examinations as required by rule 38 (3) (d):

3. Remarks:—

Signed \_\_\_\_\_ Electrician.

Examined by \_\_\_\_\_ Manager.

Note.—This log sheet should be filled in as completely as possible. If, for instance, there are no defects of insulation, the words "none" should be written in the vacant space.

Log sheet for all fields.

(See rule \_\_\_\_\_)

Daily log sheet for \_\_\_\_\_

1. Name of electrician in charge \_\_\_\_\_

2. Report as to:—

(a) Condition of the insulation of the system:—



[illegible]

## ACQUISITION OF LANDS.

*Rev. G. George, September 2, 1922.*

Under section 6, Art. I of 1904, His Excellency the Governor in Council hereby declares that the said mentioned 3-levy and remaining 0700 are, to the same extent more or less, to be applied for public purposes, to wit, for the division of an ungranted estate; and, under sections 3 and 7 of the same Act, the Revenue Divisional Officer, Wandul, is appointed to perform the functions of a Collector under the Act and directed to take care for the acquisition of the said land. A plan of the land is kept in the office of the Revenue Divisional Office, Wandul, and may be inspected at any time during office hours.

Kuznetsov district, Vozhzhitskaya taluk, Buzaretskiy volost.

Lower, left, picture of B. No. 12 A, belonging to Hengill Hafnagels, located within north by No. 12 A, south by No. 12 B, east by No. 12 C, west by No. 12 D.

*For. St. George, September 8, 1952*

5. Under section 8, Act 1 of 1891, the documents in Channel No. 10 are hereby declared that they had mentioned before and mentioning 1914 area, be the same a fifth name or two, in model for a public purpose, to wit, for providing surplus copies from Valles Keweenaw, and under sections 3 and 4 of the same Act, the Revenue Divisional Officer, Meier, is appointed to purchase the documents of a Collector under the Act and directed to take care for the acquisition of the said land. A plan of the land is kept in the office of the Revenue Divisional Officer, Meier Office, and may be inspected at any time during office hours.

<sup>a</sup> Modera district, Maharashtra, Anhalaganeswari village.

Vol. 11, No. 1044.3, belonging to 101, *Saliciscirpus* and *Amurel*, recorded in the south by parties of E.S. No. 1044.4 (4) (*Saliciscirpus* and *Amurel*), sent by E.S. No. 1044 (5) (Finger Fruit); sent by E.S. No. 1044 (4) (4); sent by E.S. No. 110, (*Amurel*).

D. KAMAHWA AYYANGAR,  
Under-Secy. to Govt., P. W. D. (Irrigation).

## PAPER PLACED AT THE DISPOSAL OF THE PAPER

Harman does say 19th Americans think

[S. 11.—Copy of the foregoing paper can be obtained on payment of the price noted on invoice applied to an application to the Superintendent, Government Research Station, West Bengal, Calcutta.]

H. A. GUANAME,  
Chf Secretary







regulate the appointment and punishment of local board servants is published under section 200 (a). It will be further proceeded with after six weeks from the date of publication of the notification.

#### DEATH RULES.

##### Appointments.

#### 1. No person shall be appointed

(a) to any office under a taluk or union board the maximum salary of which exceeds Rs. 50 without the sanction of the president of the district board;

(b) to any office under an union board the maximum salary of which exceeds Rs. 20 without the sanction of the president of the taluk board;

(c) to be a medical officer if he is not already in the Government Medical Department without sanctioning the Surgeon-General;

(d) to be a veterinarian without consulting the district health officer or if there is no such officer the district medical and sanitary officer; or

(e) to be the head ministerial officer of a taluk board office or the chief accountant of the district board or district board Engineer's office without consulting the Engineer of Local Fund Accounts.

##### Transfer.

2. The president of a local board may transfer any of its servants from one post to another on the schedule of its establishment.

3. The president of a district board may, however, transfer an employee from the service of one local board to that of another within the territorial jurisdiction of the district board; and the president of a taluk board may transfer an employee from the service of one union board to that of another within the territorial jurisdiction of the taluk board.

##### Provided that

(a) before such transfers are ordered, the presidents of the local boards affected should be consulted; and

(b) where there is a conflict of view between the president of the district board and the president of any other local board, the order of the president of the district board shall prevail; and where there is a conflict between the president of a taluk board and the president of a union board the order of the president of the taluk board shall prevail.

##### Special additional rules as to Government Medical officers.

4. The power of the Local Government to place at the disposal of a local board the services of any Government medical officer under section 74 of the Madras Local Boards Act shall be exercised by the Surgeon-General; and any officer so placed shall be deemed to have been employed by such board, and shall take charge as required, at the institution or place and at the duty specified by the Surgeon-General in the order placing the services of the officer at the disposal of the local board.

5. No Government medical officer may be transferred to any station or institution to which, under any general or special instructions issued by the Surgeon-General, he is for the time being not eligible to be posted.

6. The district medical officer shall be consulted before any transfer of a Government medical officer is ordered.

7. No Government medical officer may be transferred by the president of a taluk board without obtaining the previous approval of the president of the district board.

8. Copies of all orders of transfer of Government medical officers which shall be communicated to the Surgeon-General by the president concerned.

##### Punishment

9. No president of a local board shall, without obtaining the consent of the Government or of such officers as they may designate in this behalf, inflict any punishment on a Government servant (not a local board who is a member of an all-India or permanent service).

10. In the case of all other Government servants not in a local board the president shall have power to punish them with fine, reduction, or suspension; provided that in all cases of reduction and in cases where a suspension is not one pending inquiry into the conduct of the officer or servant concerned but is imposed as a substantive punishment the previous consent of the head of the Government office or department concerned shall be obtained; provided further that suspension pending inquiry shall not exceed one month without the consent of the head of the Government office or department concerned.

##### Procedure before inflicting punishment.

11. In the case of all officers and servants holding posts included in the schedule of a local board establishment and drawing a salary of not less than Rs. 20 per annum as inquiry or judicial forum shall proceed every order imposing any substantive punishment other than fine. The charges or charges against the officer or servant shall be reduced to writing and communicated to him. The evidence against him shall be brought on record and explained to him and he shall be allowed reasonable time and opportunity to rebut the evidence adduced against him and to furnish in writing such explanation as he may have to offer. The order passed after such inquiry shall contain a statement of the charges, the explanation of the officer or servant, and

examination of the evidence for and against him and the finding on such charge. A copy of the order shall, without delay, be communicated to the officer or servant concerned.

#### Appeals.

12. There shall be no right of appeal against any order of a president inflicting a punishment of fines, but the president of a taluk board in the case of native board servants, the president of a district board in the case of taluk board servants and the committee referred to in rule 14 (b) in the case of district board servants may, if it deems fit, exercise a power of revision and modify or cancel such order.

13. Where a Government servant sent to a local board is punished with reduction or suspension otherwise than with the consent of Government he shall have a right of appeal to Government.

14. A local board officer or servant after three months appeal against an order of a president reducing, suspending, dismissing or removing him from service to:

(a) the president of the taluk board concerned if he is a native board officer or servant and the order of punishment is that of the president of the taluk board;

(b) the president of the district board, if he is a taluk board officer or servant and the order of punishment is that of the president of the taluk board; and

(c) a committee consisting of the Collector of the district and two members of the district board other than the president if he is a district board officer or servant and the order of punishment is that of the president of a district board; provided that, where the Collector is himself the president of the district board, his place on the appeal committee shall be taken by a person appointed by Government for this purpose.

#### Expatriation.

(a) The reduction of a local board employee from one permanent appointment to another on lower pay is a dismissal from the higher appointment within the meaning of this rule.

(b) The termination of a local board employee's services by the issue of a month's notice put on the ground that his services are no longer required but on the ground that he has been unsatisfactory in his work or conduct is a dismissal within the meaning of this rule.

(c) In the case of employees on probation under local boards the termination of their service during the period of probation does not entitle to any punishment and there is therefore no right of appeal.

15. A appeal shall lie in the case of:

(a) native board officers and servants drawing not less than Rs. 30 per mensem to the president of the district board.

(b) taluk board officers and servants drawing not less than Rs. 50 per mensem to the committee referred to in rule 14 (c), and

(c) district board officers and servants drawing not less than Rs. 100 per mensem to the Government.

16. The committee referred to in rule 14 (c) shall be presided over by the Collector and he shall nominate one of the other two members as the chairman.

17. The two members of the committee shall be elected by the District Board in January in each year and shall serve on the committee for a period of one year commencing from the 1st February following their election.

18. If there is a vacancy in the course of the year either on account of the member ceasing to be on the board or otherwise a fresh election shall be made by the board but the elected member shall be entitled to hold office only up to the 31st of January following.

19. When there is a difference of opinion amongst the members of the appeal committee the opinion of the majority shall prevail.

20. No appeal under these rules shall be entertained unless preferred within one month from the date of receipt by the officer or servant concerned of the order appealed against.

#### ACQUISITION OF LANDS.

No. 4018.—Under section 4 of the Land Acquisition Act, 1894, the Government hereby declare that the land mentioned below and measuring 100 square feet, be the same a little more or less, is needed for a public purpose, to wit, for widening Victoria street, Telukong; and, under sections 4 and 5, the Sub-Collector, Telukong, is authorized to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land. A plan of the land is kept in the office of the Sub-Collector, Telukong, and may be inspected at any time during office hours.

Traversely district, Enniskillen taluk, Telukong village.

No. 331 B-334 portion, belonging to Quamookham Ravi, bounded on the north by Quamookham Ravi's house; on the south by David Michael Tammara's house; south by Victoria street; west by Vinnakal street.

No. 25.

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Under section 19 of the Madras Local Boards Act, 1920, and rule 7 (1) of the rules for the conduct of elections of members of taluk and union boards, the following candidates are deemed to have been elected as members for the reconstituted Chinnai Taluk Board, in the district of Coimbatore for the respective circles noted above their names. The members will assume office on the 1st October 1922:—

CHINNAI TALUK.	PARAVANUR TALUK.
<i>Circle No. 1.</i>	<i>Circle No. 1.</i>
M.R. Ry. Pappa Varkey Nayadu Gera.	M.R. Ry. Dakshinapada Nayadu Gera.
<i>Circle No. 4.</i>	<i>Circle No. 2.</i>
M.R. Ry. Koppappa Chinnai Appala Nayadu Gera.	M.R. Ry. Gedala Rappal Nayadu Gera.
<i>Circle No. 3.</i>	<i>Circle No. 3.</i>
M.R. Ry. Muthala Thakata Appala Nayadu Gera.	Srinani Chinnachandran Patra Mahasaya.
<i>Circle No. 5.</i>	<i>Circle No. 4.</i>
M.R. Ry. Palli Rynagi Nayadu Gera.	M.S. Ry. Nandi Jeyaraman Nayadu Gera.
<i>Circle No. 7.</i>	<i>TACTIAN TALUK.</i>
M.R. Ry. Kanneppalli Ramasubramani Thakata Gera.	<i>Circle No. 1.</i>
Chinnai Taluk Board's Office, 2nd September 1922.	M.R. Ry. Kanneppalli Thiruvannam Nayadu Gera.
	<i>Circle No. 2.</i>
	M.R. Ry. Ral Ralali S. Adinarayana Rao Nayadu Gera.

Under section 19 of the Madras Local Boards Act, 1920 and rule 7 (1) of the rules for the conduct of elections of members of taluk and union boards, M.R. Ry. Dakshinamurti Srinani Gera of Chinnai is deemed to have been duly elected as a member for the reconstituted Chinnai Taluk Board for circle No. 6 of Chinnai taluk. He will assume office on the 1st October 1922.

Under section 19 of the Madras Local Boards Act, 1920 and rule 7 (1) of the rules for the conduct of elections of members of taluk and union boards, M.R. Ry. Kalamatti Jeyama Nayadu Gera of Manali is deemed to have been duly elected as a member for the reconstituted Chinnai Taluk Board for circle No. 4 (Paravani Circle) of Paravani taluk. He will assume office on the 1st October 1922.

Chinnai Taluk Board's Office,  
2nd September 1922.

S. ADINARAYANA RAO NAYUDU,  
President.

Under section 19 of the Madras Local Boards Act, 1920, it is hereby notified that the following gentlemen have been elected as members for the Taluk Board, Coimbatore, to be reconstituted from 1st October 1922:—

<i>Lakshmi Circle.</i>	<i>Elipada Circle.</i>
Srinani Raghavachari Padra Mahasaya, M.R. Ry. Appikatta Chinnachandran Patra Gera.	Srinani Kana Chinnachand Mahasaya.
Coimbatore Taluk Board's Office, Adra, 2nd September 1922.	R. MANAPATRU, Vice President.

Under section 19 of the Madras Local Boards Act, 1920, it is hereby notified that the following gentlemen have been elected as members for the Taluk Board, Coimbatore, to be reconstituted from 1st October 1922:—

<i>Adra Circle.</i>	<i>Rampal Circle.</i>
Srinani Krishna Padra Mahasaya.	Srinani Ananda Adra Mahasaya.
<i>Diondion Circle.</i>	<i>Kallala Circle.</i>
Srinani Kallala Rynagi Mahasaya.	Srinani Pandava Rynagi Mahasaya.
<i>Bara Circle.</i>	<i>Lepachandran Circle.</i>
Srinani Kallachand Mahasaya Mahasaya.	Srinani Kallachand Mahasaya.
<i>Srinani Circle.</i>	<i>Elipada Circle.</i>
Srinani Elipada Dam Mahasaya.	Srinani Kallachand Mahasaya.
<i>Elipada Circle.</i>	<i>Elipada Circle.</i>
Srinani Ananda Adra Mahasaya.	M.R. Ry. Patra's Kallala Patra Gera.
<i>Elipada Circle.</i>	<i>Elipada Circle.</i>
Srinani Kallachand Mahasaya Mahasaya.	M.R. Ry. Kallachand Mahasaya Patra Gera.
Coimbatore Taluk Board's Office, Rampal, 2nd September 1922.	<i>Elipada Circle.</i>
	M.R. Ry. Chinnani Kallachand Patra Gera.

RAO NAYUDU,  
President.

The following additions and alterations have been sanctioned by the Union Board to the regulations issued with the *Act 21, Group 6000*, dated 25th May 1922, and the *General Service Rules*, dated 2nd June 1922 :-

- (1) Smoking pipe in hall shall be added. *Item 20, No. 2.*
- (2) Lodge preparation and oil making by country instruments shall be added under *Item 16* of the regulations.
- (3) Madras in *Shiga*, who deal with skins in their ordinary practice and not for trade, shall not take license.
- (4) Manufacturing jaggery shall be added under *Item 7* of the regulations.

Secret of Union Board's Office,  
2nd September 1922.

G. RAMAKRISHNA REDDI,  
*President.*

Under section 16 of the Madras Local Boards Act, 1903 and under rule 7 (i) of the rules for the election of members of taluk and union boards issued with G.O. No. 456, L. & M., dated 10th May 1921, the undersigned gentlemen are declared to have been duly elected as members of the aforesaid Taluk Board, Talagudi, for the sittings held at their houses. They will receive orders on 1st October 1922 :-

*Perambalur Circle.*

M.R.R. Annasabhai Reddy, Talagudi.  
P. D. Krishnaswami Reddy, Talagudi.

Legal Taluk Board's Office,  
24th September 1922.

E. SUNDARAM ATTANABAI,  
*President.*

Under rule 7 (i) of the rules of election of members of taluk and union boards No. 456, L. & M., has been duly elected member of the Perambalur Taluk Board for the sittings held at their houses. They will receive orders on 1st October 1922.

Madras Taluk Board's Office,  
10th September 1922.

K. KARASINGA BAO,  
*President.*

Whereas the Perambalur Taluk Board has in its resolution No. 111 (R) dated 17th July 1922 resolved to issue the notification under section 183 of the Madras Local Boards Act, 1903, the following notification is issued for the information of the general public :-

*Summary.*

1. It is hereby notified that no place within the limits of the union boards under the Perambalur Taluk Board shall be used for any one or more of the purposes specified in the Schedule VII under the license of the President of the Union Board mentioned in respect of the following items and except in accordance with the conditions specified therein.
2. The owner or occupier of every such place shall within thirty days of the publication of such notification apply to the President of the Union Board concerned for a license for the use of such place.
3. The President may by an order and under such restrictions and regulations as he thinks fit grant such license or refuse to grant it.
4. Every such license shall expire at the end of the year unless for special reasons the President considers that it should expire at an earlier date when it shall expire at such earlier date as may be specified therein.
5. Applications for renewal of such license shall be made not less than thirty days before the end of every year and applications for license or place to be newly opened shall be made not less than thirty days before they are opened.
6. Any person aggrieved by an order of the President of a Local Board under sub-section (3) of section 183 may appeal against such an order to the Local Board.
7. For the present the union boards have decided that the premises may not be used for the following purposes without a license on payment of fee :-

	License fee for a year		
No.	Rs.	P.	A.
(1) Storing or otherwise dealing with oil, blood, bones, hides, fish and skins	..	..	0 0 0
(2) Making camp or building shed for building purposes	..	..	0 0 0
(3) Making bricks or tiles in kilns	..	..	0 0 0
(4) Manufacturing iron powder for gun works	..	..	0 0 0
(5) Manufacturing use of animal wastes	..	..	0 0 0
(6) Keeping a hotel or restaurant, eating-house, coffee house, boarding house or lodging house in town limits	..	..	0 0 0
(7) Using an oil engine for purposes other than agriculture	..	..	0 0 0

*Note* — All the union boards have fixed the above scale of fees. The Perambalur Union Board also has fixed the fee under items (1) and (6) at Rs. 2 and 2, respectively.

8. The use of a place for any of the purposes mentioned above without a license may entail the owner or occupier a fine of not less than Rs. 10.
9. A daily fine of twenty-five paise may be imposed for continuous transgression.

Perambalur Taluk Board's Office,  
24th August 1922.

P. S. RAJAPPA,  
*President.*



Purposes for which permits may not be used without license.

License fees for  
one year or part  
of a year

	Rs.
1. Shooting or otherwise dealing with wild birds, beasts, fishes, fish and skins ..	5
2. Tanning hides and skins ..	10
3. Manufacturing sugar candy ..	5
4. Dyeing skins, brinks and robes in kuta ..	5
5. Dyeing hides or skins for sale ..	5
6. Using any oil or steam engine ..	10
7. Manufacturing any or mixed metals ..	5
8. Running a hotel, eating-house, amusements, within limits ..	10
9. Treating any explosives or combustible materials ..	5
10. Manufacturing gun powder in fire works ..	5

Tankal Taluk Board's Office,  
7th September 1922.

G. KYLASA GOUNDAR,

President.

Under rule 7 (1) for the conduct of elections for taluk and union boards embodied in G.O. No. 469, L. & M., dated 19th May 1921, the following gentlemen are deemed to be duly elected members for the Ponnampetun Circle of the Battampalle Taluk Board, Quarter District, to be continued on 1st October 1922:—

M.R. Ry. Peruvendil Chennappa Kotha Gura.  
Chaparrin Ponnappa Gura.

M.R. Ry. Valvira Kattappa Gura.

Battampalle Taluk Board's Office,  
2nd September 1922.

P. LAKSHMAYYA,

President.

Under section 19 of the Madras Local Boards Act, 1920, and rule 7 (1) of the rules for the conduct of elections of the members for taluk boards, issued in G.O. No. 469, L. & M., dated 19th May 1921, the undersigned gentlemen are declared to have been duly elected as members for the Tenkasi Taluk Board, Quarter District, to be continued on 1st October 1922. They will assume their offices on 1st October 1922.

Under section 19 of the Madras Local Boards Act, 1920, and rule 10 (a) of the rules for the election of members of taluk boards issued in G.O. No. 469, L. & M., dated 19th May 1921, the undersigned gentlemen are declared to have been duly elected as members for the Tenkasi Taluk Board, Quarter District, to be continued on 1st October 1922. They will assume their offices on 1st October 1922.

Tenkasi Taluk Board's Office,  
4th September 1922.

M.R. Ry. Kappur Arjappan Gura.

Under section 19 of the Madras Local Boards Act, 1920, and rule 10 (a) of the rules for the election of members of taluk boards issued in G.O. No. 469, L. & M., dated 19th May 1921, the undersigned gentlemen are declared to have been duly elected as members of the Ponnampetun Circle of the Battampalle Taluk Board, Quarter District, to be continued on 1st October 1922. They will assume their offices on 1st October 1922.

Tenkasi Taluk Board's Office,  
5th September 1922.

K. RAMAIAH,

President.

Under section 11 (d) of the rules for the election of members of district boards by taluk boards, issued in G.O. No. 347, L. & M., dated 29th April 1921, M.R. Ry. T. S. Rameshadas Arjappan Gura is declared elected as a member to the South Arcot District Board.

Tenkasi Taluk Board's Office,  
5th September 1922.

T. A. THEENACHARIYAR,

President.

Under sections (4) (b) and (5) of section 8 of the Local Boards Act, 1920, Janki Sankar Sahib Bahadur, M.R. Ry. Alappappa Kattappa Gura and Kumbharan Chappan Arjappan Gura are appointed as members of the Union Board, Kappur, by the President, Taluk Board, Ponnampetun, with effect from 1st October 1922.

Ponnampetun Taluk Board's Office,  
7th September 1922.

T. T. SESHADRI ACHARIYAR,

President.

Under rule 8 of the election rules for the election of presidents and vice-presidents of local boards, and under section 18 of the Local Boards Act, 1920, M.R. Ry. N. Annambala Kattappa Arjappan has been declared duly elected as Vice-President of the newly constituted Taluk Board of Ponnampetun.

Ponnampetun Taluk Board's Office,  
5th September 1922.

M. R. SAMBAPPA MUDALIYAR,

President.

Under section 18 of the Madras Local Boards Act, 1920, the President, Taluk Board, Ponnampetun, hereby notifies that M. R. Ry. M. N. Venkateswara Gura has been declared duly elected as a member of the Ponnampetun Taluk Board for Ponnampetun Taluk circle.

Ponnampetun Taluk Board's Office,  
6th September 1922.

E. E. KESAVA YACHENDRA,

President.





Under section 4 (4) of the Madras District Municipalities Act V of 1919 and rule 3 (c) of the rules for the conduct of elections of municipal councillors, M.R.O. Thimothide N. Diagamam Appa Gopal Appa Aravind is deemed to have been duly elected as a councillor for the eighth ward of the Madras municipality.

Madras Municipal Office,  
14th September 1923.

Under section 4 (2) of the Madras District Municipalities Act V of 1919 and rule 3 (1) of the rules for the conduct of elections of municipal councillors, M.R.O. Kopal Pillai Shanmugam Pillai Aravind is deemed to have been duly elected as a councillor for the tenth ward of the Madras municipality.

Madras Municipal Office,  
14th September 1923.

L. K. TULASHIRAM,  
Chairman.

M.R.O. Kuvengal Kuma Sastri Gura has been declared duly elected as a councillor for V Ward of the municipality under rule 7 (1) of the rules for the election of councillors for three years from noon of the 1st day of November 1922.

Gopals Municipal Office,  
14th September 1923.

V. SETHUPATHI NATTAIDU,  
Chairman.

Under rule 7 (1) of the rules for the conduct of elections of municipal councillors in municipalities, John Albert Gura, Esq., is hereby declared to have been duly elected as a councillor for Ward No. VI in the Unsettled municipality for the period commencing from the noon of the first day of November 1922.

Unsettled Municipal Office,  
14th September 1923.

R. F. HANDCOCK,  
Chairman.

Under rule 7 (1) of the rules for the election of municipal councillors, M.R.O. Abdul Karim Khatun Mustafa Aravind has been duly elected as a councillor for the Big Bazaar ward of the Faizhat municipality.

Faizhat Municipal Office,  
14th September 1923.

A. GOVINDA MENON,  
Chairman.

Under section 4 (4) of the Madras District Municipalities Act, 1919, and rule 3 (c) of the rules for the conduct of elections of municipal councillors M.R.O. K. V. Raja Rao's Venkateswara Appa has been declared to have been duly elected as a councillor of the III ward of the Srirangam municipality.

Srirangam Municipal Office,  
14th September 1923.

Under section 4 (2) of the Madras District Municipalities Act, 1919, and rule 3 (c) of the rules for the conduct of elections of municipal councillors M.R.O. Shanmugam Pillai Marichu Pillai Aravind has been declared to have been duly elected as a councillor of the III ward of the Srirangam municipality.

Srirangam Municipal Office,  
14th September 1923.

Under rule 7 (1) of the rules for the conduct of elections of municipal councillors, M.R.O. Sethu Aravind Venkateswara Aravind has been duly elected as a councillor of the I Ward of the Srirangam municipality.

Under section 4 of the Madras District Municipalities Act, 1919, M.R.O. Kuvengampattu Varada Aravind Venkateswara Bhagavata Aravind has been declared to have been duly elected as a councillor for the VIII Ward of the Srirangam municipality.

Srirangam Municipal Office,  
14th September 1923.

K. SINGAM ATTANAIK,  
Chairman.

Under rules 25 (a) and 27 (1) of the election rules embodied in G.O. No. 1766, L. & M., dated 22nd November 1919, the following persons are declared to have been duly elected as councillors of the Tiruvengadam municipality for the wards noted against each from 1st November 1922—

- M.R.O. V. Seshasubbiah Rao Parvathi Gura—Mahanayagan north ward.
- " G. V. Seshasubbiah Parvathi Gura—Mahanayagan south ward.
- " M. Appalaraju Gura—Sathayagan north ward.
- " Q. Jagrappa Parvathi Gura—Kings north ward.
- " O. Lakshmi Gura—Kothupeta north ward.
- " D. Chitra Rajalingam Gura—Chintamani ward.

Tiruvengadam Municipal Office,  
14th September 1923.

J. LATCHAYYA,  
Pro-Chairman.



THE FORT ST. GEORGE GAZETTE

Published by Authority.

Fig. 39.1

MADRAS, TUESDAY EVENING, SEPTEMBER 12, 1902. - [1048] 1465

## Part 3-3.—Educational

## CONCLUSION

[illegible]

LAW DEPARTMENT.  
(Education.)

## APPOINTMENTS

*For. Sci. Geneva, September 7, 1914*

(With effect from the date of taking charge.)

Dr H.L.-M.H.R. Telle, Kanchanvar Avenue, Assistant Professor of History, Presidency College, in the Strickland Educational Service, Calcutta branch, to act as Lecturer, Teachers' College, Sealdah, in the Madras Educational Service, during the employment of M.H.R. K. U. Parthasarathi Ayyangar in other day or odd periods when.

Part II, Volume, September 8, 1929

No. 213.—M R Hy Farnhamstead Parhamerell Napier Amosel, Assistant Inspector of Schools, is set on Superintending, Refractory School, Cuxesque, in the Marine Educational Service, as a temporary measure, with effect from date of taking charge.

#### NOTIFICATION

*Ford St. George, September 9, 1913.*

As. 11a.—Under section 2 of the Madras Elementary Education Act, 1920, Miss Marie Louise Christoph has been elected to be a member of the District Educational Council for the district of Anaparthi by the Local Board, viz. the Rev. L. J. Thomas, president.

*Proc. St. Assoc.*, September 9, 1929.

No. 213.—IN THE MATTER OF THE CHANDLER ESTATE, 1890, AND IN THE MATTER  
OF THE "MADRAS DISTRICT LANDS SURVEY FUND ESTATE FUND" AT  
MADRAS, SOUTH INDIA, INDIA.

It is hereby attested that the Government of Mexico is exercise of the powers conferred by article 4 of the Chacontable Endowment Act, 1899, do hereby enter and direct that the seal of the Government of Mexico be placed on the back of the Accountant-General of Mexico and described in the schedule hereto shall as an

from the date of publication of this notification and in the Treasurer of Charitable Endowments for the territories subject to the Government of Madras (subject to the said Charitable Endowments Act, 1885), and to any rules which may from time to time be framed thereunder by the Governor-General of India in Council) upon the income and for the purposes and subject to the modifications set forth in a scheme under section 5 of the said Charitable Endowments Act, 1885, for the administration of the said "Madrass Gothic Lateral Ministry Trust Endowment Fund" at Mangalore, South Kanara district.

The schedule shall be referred to.

The per cent fund, 1885, having number D-00080 of the face value of	Rs. 100
Total	100

No. 214.—IN THE MATTER OF THE CHARITABLE ENDOWMENTS ACT, 1885, AND IN THE MATTER OF THE "MADRASS GOthic Lateral Ministry Trust Endowment Fund" at Mangalore, South Kanara District.

It is hereby notified that the Government of Madras in exercise of the powers conferred by section 4 of the Charitable Endowments Act, 1885, have revised the scheme set forth in the schedule hereto for the administration of the said fund and money vested in the Treasurer of Charitable Endowments by Notification No. 212, dated the 28th day of September 1922, and that such scheme shall come into operation on the 1st day of October 1922.

The schedule shall be referred to.

1. The said fund shall be administered by the Inspector of Schools for the time being of the district in which Mangalore is situated and the Principal for the time being of the Government College, Mangalore.

2. From and out of the interest accruing on the said securities shall be provided annually a prize which shall be called The "Madrass Gothic Lateral Ministry Prize".

3. The said prize shall in consultation with the said Inspector of Schools be awarded to the best student of the first community studying in the highest class of the Government College, Mangalore, and in the absence of such student to the best student of such community in the class nearest thereto in the shape of books to be approved by the Principal for the time being of the College.

4. Any amount that may not be required for the award of the prize shall be accumulated and added to the corpus of the fund.

Port St. George, September 15, 1922.

No. 217.—In exercise of the powers conferred by section 14 of the Madras Elementary Education Act, 1919, the Local Government (Ministry of Education) proposes to frame the following rule under section 48 (2) of the Act. Any objection or suggestion in respect of the proposed rule will be considered, if received, before the 1st October 1922.—

#### RULE.

In compliance in respect of which a notification under section 48 of the Madras Elementary Education Act, 1919, has been issued, the Chairman of the Mangalore Council, within whose area a school is run that, shall be the prescribed officer for purposes of section 48 (2) of the Act.

Port St. George, September 5, 1922.

No. 218.—The following notification of the Government of India is republished:—

#### RAILWAY STATUTORY.

##### RAILWAY BOARD.

Calcutta, the 28th August 1922

No. 1485 F.—In pursuance of sub-section (1), section 134 of the Indian Railways Act, 1913 (Act IX of 1913), the Governor-General in Council is pleased to declare that the administration of the South Indian Railway shall be liable to pay in aid of the funds of the local authority set out in the schedule hereto annexed, the sum specified in the second column thereof.

#### SCHEDULE.

Local authority. (a)	Sum. (b)
Mangalore Municipality	Estimate 1922.

R. RAMACHANDRA RAO,  
Secretary to Government.

# MISCELLANEOUS NOTIFICATIONS.

## HALF-YEARLY EXAMINATIONS, JANUARY 1923.

The usual half-yearly examinations will be held at Madras as in the notified on the 23rd January 1923. The vernacular examination of candidates for the post of Deputy Collector, whether by the second-class test prescribed for Indian candidates or by the third-class test prescribed for European and Anglo-Indian candidates, and the second-class Vernacular test for European, Anglo-Indian and Indian B-A-Jajins and District Magistrate will be held at centres which will be notified separately. Except by special permission, all other examinations in the vernacular will be held at Madras only.

2. The examinations that may be held are as follows:—

I. The First and Second Standards for Assistant Collectors and Probationary Deputy Collectors.

II. Law and Vernacular test for Police officers.

III. Law test for Cantonment Magistrates.

IV. Vernacular tests for—

- (1) European and Anglo-Indian Civil officers not belonging to the Indian Civil Service.
- (2) European and Anglo-Indian officers.
- (3) Deputy Collectors, Subordinate Judges and District Magistrate.
- (4) Candidates for the Provincial Civil Service.
- (5) District Magistrates, Police and Railway officers.
- (6) Probationary, High Proficiency and Honorary.
- (7) Higher Standard in Persian, Arabic and Sanskrit.
- (8) Oriental Languages Teachership Examination.

V. Law, Revenue and Office Procedure and Accounts for Forest officers.

VI. Division D of the Higher Standard prescribed for Assistant Collectors, for Deputy Collectors and other officers of the Revenue Departments.

VII. Examination of the non-writing Assistant Collectors of the Imperial Customs Service in Mathematics by the Higher and Lower Standards.

VIII. The Indian Vernacular Examinations.

3. Candidates must send in their applications made out legibly in English on printed forms so as to reach the Secretary to the Board of Examiners, Chennai, Madras, on or before the 15th November 1922, after which date no applications will be received. Applications which are incomplete or defective in any particular will not be taken notice of.

Officers in the service of Government should send in their applications through the heads of their departments.

All applications for examination for rewards should be submitted, through the head of the department concerned, three months before the date fixed for the examination.

Applications for the Oriental Languages Teachership Examination should reach the undersigned by 25th December 1922.

4. All successful candidates should obtain the required application forms from the treasury of the district to which they belong. Candidates who are residents of Madras should apply for application forms to the Secretary to the Board of Examiners, Chennai, Madras.

5. Rs.—5000 will be taken of any application from successful candidates requesting to be supplied with application forms from the office.

6. A fee of Rs. 10 for the Oriental Languages Teachership Examination and a fee of Rs. 15 for all other examinations in the vernacular of candidates not in the Government service should be paid into the nearest treasury or if at Madras into the Imperial Bank of India, Madras. The receipts should be forwarded to the undersigned with the application for examination, direct sent in the case of Bank and Railway officers, through the heads of their departments. The fee paid for admission to the above examinations will not be refunded or held over to the next examination. Fees paid by candidates for the Oriental Languages Teachership Examination will, however, be refunded on receipt of application for the same at least ten days before the date of examination.

7. As my first intention is to be moved by application for examination being held in the year the proposed date, the Board can move before it is definitely understood that the above date will be strictly adhered to.

## SPECIAL TEST EXAMINATIONS OF OFFICERS OF THE SALT, AGRARI AND CHIEFS DEPARTMENT, JANUARY 1923.

The President, Board of Examiners, notifies that the next examination of officers of the Salt, Agrari and Chiefs Departments will be held on Wednesday, the 24th January 1923, and succeeding days at the following centres in accordance with the revised Special Test Notification published in the Fort St. George Gazette of the 17th June 1922, Part I, pages 48 to 51:—

- |                   |                |              |
|-------------------|----------------|--------------|
| (1) Bellary.      | (4) Madras.    | (7) Mysore.  |
| (2) Coimbatore.   | (5) Mangalore. | (8) Vellore. |
| (3) Channarayana. | (6) Melur.     | (9) Walah.   |

5. Candidates must send in their applications made out in English on printed forms, as so to reach the office of the Board of Examinations on or before the 1st October 1923; after which date applications will be received on no account. The candidates' names in full entered on the printed forms are not subject to change as to address.

6. All candidates should obtain the required application forms from the office of the Assistant Commissioner.

7. The prescribed fee of Rs. 5 for each test, or branch of a test except Tests D and K, must be paid into a Government Treasury or if at Madras, into the Imperial Bank of India, Madras, and the receipt given by the Treasury Officer or the Secretary and Treasurer, the Imperial Bank of India, Madras, attached to the application. On no account will the fees be returned in the case of the Board of Examinations.

8. Each application should be sent direct to the undersigned, post-paid, superscribed and addressed as follows, all the necessary enclosures being strictly fastened to it:—

[Application for admission to the Special Tax Examinations for Officers of the Salt, Alkali and Customs Department, January 1923.]

"To the Secretary, Board of Examinations, Chenchai, Madras."

9. Candidates anxious to secure themselves that their applications have been received should enclose an addressed postcard in their applications. Each candidate should send in a separate card for acknowledgment. Each post card will be returned in due season with an acknowledgment. No notice will be taken of any letter from any candidate inquiring whether the application has been received. Each clearly-stamped return will be accepted.

10. Candidates for Test E should state whether the vernacular in which they desire to be presented are (a) their mother tongue or (b) their spoken language in their University Examinations or (c) a second language. The information required in the application form and the date of the branches of the Tests E, B and C on which a candidate wishes to be assessed should be clearly shown. Applications defective in any particular will be returned and if they are not resubmitted, with the enclosures supplied, so as to reach the office within a week from the date of the application transmitted, they will not be accepted.

11. In paying fees into the treasury, candidates should specify the particular test or tests for which the fees are paid.

12. No notice will be taken of the application of any candidate who sends a notice which is not included in the list of notices given in paragraph 1 above.

13. The fees paid by candidates who may be found to be ineligible to appear for the above examinations will on no account be refunded to them.

14. Subject to any changes that may be required, necessary, the examinations will be conducted in the order of time and subjects shown in the enclosed table:—

Date.	Hour.	Subject.	Test.
1923.			
Wednesday, 2nd January.	10 a.m. to 1 p.m.	General Law .. .. .	Test A—General.
	1 to 4 p.m.	Police Manual, Volume I .. .. .	Test B—Police.
Thursday, 3rd January.	10 a.m. to 12 noon	Police Manual, Volume II .. .. .	Test C—Police.
	1 to 4 p.m.	The Chemistry of Coloured Substances .. .. .	Test D—Chemistry.
	4 to 6 p.m.	General Service Regulations and Civil Accounts .. .. .	Test E—General.
Friday, 4th January.	10 a.m. to 12 noon	Mathematics .. .. .	Test F—Mathematics.
	1 to 4 p.m.	Surveying and Levelling .. .. .	Test G—Surveying.
Saturday, 5th January.	10 a.m. to 1 p.m.	The Drawing .. .. .	Test H—Drawing.
	1 to 4 p.m.	Estimating .. .. .	Test I—Estimating.
Sunday, 6th January.	10 a.m. to 12 noon	General Knowledge .. .. .	Test J—General.
	1 to 4 p.m.	General Knowledge .. .. .	Test K—General.
Monday, 7th January.	10 a.m. to 12 noon	Algebra and the Calculus .. .. .	Test L—Algebra.
	1 to 4 p.m.	Trigonometry and Mensuration .. .. .	Test M—Trigonometry.

Arrangements will be made to hold examinations in D or E if there are any candidates. The date fixed for the test will be notified later on.

The date fixed for the viva voce examination in Test E in vernacular will be notified later on.

Office of the Board of Examinations, Chenchai,  
Madras, 1st September 1923.

#### COMPULSORY VERNACULAR TEST PRESCRIBED FOR DEPUTY COLLECTORS AND SUB-JUDGES AND DISTRICT MAGISTRATES, JANUARY 1923.

The President, Board of Examinations, Madras, informs that the next vernacular examination of candidates for the post of Deputy Collectors, whether by the second class test prescribed for Indian candidates or by the third class test prescribed for Europeans and Anglo-Indian candidates and the second class vernacular test for Europeans, Anglo-Indians and Indian Sub-Judges and District Magistrates, will be held on Thursday the 25th January 1923 and succeeding days at the following centres in

concordance with G.O. No. 124, Home (Miscellaneous), dated 11th November 1924 and G.O. No. 973, Law (General), dated 15th April 1925.—

(1) Baffery.  
(2) Coomassie.

(3) Calicut.  
(4) Madras.

(5) Madras.  
(6) Channarayana.

3. Candidates mentioned in their applications made not legibly in English on printed forms through the hands of their departments, so as to reach the Secretary to the Board of Examiners, Chappak, Madras, on or before the 15th November 1925, after which date no applications will be considered. Applications which are irregular or defective in any particular will not be considered.

4. All successful candidates should obtain the required application forms from the treasury of the district to which they belong. Candidates who are residents of Madras should apply for application forms to the Secretary to the Board of Examiners, Chappak, Madras.

NOTE.—No notice will be taken of any application from unsuccessful candidates requesting to be supplied with application forms from this office.

5. The application of any candidate who submits a notice which is not in the above list of districts will be rejected and no candidate will be allowed to come more than one month. The same student who is the owner of the place where he is employed or otherwise resides. No candidate will be allowed to change the place of examination entered in his application. A candidate appearing without previous permission for examination at a centre other than those mentioned by him in his application will not be admitted to the examination.

6. A candidate whose examination cannot be arranged at the centre selected by him will be required to appear at Madras or such other centre as may be notified to him.

7. All candidates from the same district must enter the same centre. Heads of departments in forwarding applications are requested to see that these instructions are strictly followed.

8. Candidates will be examined in the following subjects. They are advised to give special attention to preparing themselves in Sanskrit reading and conversation. In deciding whether to allow standing at answer to candidates who fail in the examination the Board will give special weight to their degree of proficiency in these subjects. The text-books already prescribed have been abolished.

(a) Conversation with accuracy and fluency in the vernacular.

(b) Reading with fluency and comprehension correctly two or three ards or other official manuscripts written in a plain running office hand.

(c) Taking down in English evidence given in the vernacular and asking questions thereon in the vernacular.

(d) Dictating in order on a given subject in the vernacular.

(e) Dictating in writing with fair accuracy of ideas and grammar, an ards passage of English prose relating to Indian subjects and containing as words that form an familiar vernacular equivalent; the passage shall, so far as possible, bear upon questions connected with the department to which the candidate belongs.

9. A candidate coming in half an hour after the appointed time will not be admitted to the examination.

10. No candidate will be allowed to leave the examination room till he has given up his answer paper and till the expiration of at least half an hour after the question papers have been given out.

11. To guard against disappointment candidates are recommended to refer to Part I.B of the Act of 1924, Chapter 10, from time to time.

Office of the Board of Examiners, Chappak,  
Madras, 12th September 1925.

#### EXAMINATIONS, SEPTEMBER 1925.

Mrs. R. G. Srinivas has been deputed by the Board to have passed the Ladies' Vernacular Examination—Chappak—in Tamil held on the 12th September 1925.

(By order)

Office of the Board of Examiners, Chappak,  
Madras, 12th September 1925.

G. F. SHANK,  
Secretary.

#### EXAMINATION IN SCHOOL MANAGEMENT AND THE ART OF TEACHING FOR EUROPEAN TEACHERS IN EUROPEAN SCHOOLS, 1925.

An examination in School Management and the Art of Teaching under article 65 of the Code of Regulations for European Schools, Madras and Bangalore, will be held on the 15th December 1925. The results of the examination will be notified later.

2. The examination is open to European teachers who have taught in recognized European schools in the Presidency of Madras at the Civil and Military Colleges, Bangalore, for not less than two years since December 31st, 1914, under the supervision of the Inspector of European Schools or the Inspector of Schools, South Kanara, Coorg and Bangalore, and who have received the Inspector's consent as regards their methods and skill in teaching and in class management.







Under the Code of Regulations for European Schools, the Acting Inspector of European Schools, Kaduna, sanctions special scholarships on behalf of the undersigned pupils for the calendar year ending 31st December 1953, in accordance with the instructions issued with effect from the 1st January 1953.—

Number and names of the membership holders	Qualifications to obtain membership in 1933-34		Monthly value of membership
Adults who had special qualifications (added for the two years 1932-33)			
1. Herman of Sweden	..	St. Joseph's High School, Washington	.. 10
2. James Smith	..	St. Mary's Episcopal High School, Madison	.. 10
3. Malcolm Lyman	..	St. Joseph's Basilian Institution, Denver	.. 10
4. George Smith	..	St. John's Episcopal High School, Madison	.. 10
5. Jean Smith (Wright) Pugh	..	St. Mary's Episcopal, Cambridge	.. 10
6. Joseph Andrew & Eleanor	..	St. Joseph's High School, Oakland	.. 10
Adults who had special qualifications (added for the two years 1933-34)			
1. Arthur Smith	..	Trinity School District High School, Georgetown, Maryland	.. 10
2. Fred Smith	..	St. James's Episcopal School, Cambridge	.. 10
3. Edith Smith	..	St. John's Episcopal High School, Madison	.. 10
4. Helen Smith	..	St. Francis' Episcopal High School, Cambridge	.. 10
Primary school special members (added for the two years 1932-33)			
1. Edna Rogers	..	St. Joseph's School, Richmond	.. 5
2. Samuel Smith	..	St. Mary's School, Madison	.. 5
3. Joseph Smith	..	St. John's Episcopal School, Madison	.. 5
4. Michael Smith	..	St. John's Episcopal School, Cambridge	.. 5
5. Harold Smith	..	St. James's Episcopal School, Cambridge	.. 5
6. Anthony Smith	..	St. Michael's Episcopal School, Madison	.. 5
Primary school special members (added for the two years 1933-34)			
1. Thelma Smith	..	St. James's High School, Richmond	.. 5
2. Mary Ford	..	St. Mary's High School, Fairfax, Virginia	.. 5
3. Geraldine Richmond	..	St. Francis School, Fairfax, Virginia	.. 5
4. John Smith	..	St. James's Episcopal School, Cambridge	.. 5

1. The scholarship will be renewed for each of the succeeding years (except for Yallow Masters) for which they are taxable on the credit and purpose of the people being reported as being satisfactory. The corresponding of the European Schools concerned are requested to apply for each renewal at the beginning of each year.

3. The above scholarships are debitable to the head "31-E (a) (ii) Education—General—Scholarship."

H. W. DALLAGHAN

*Acting Director of European Schools*

Madras, 10th August 1911.

## MADRAS HINKEE DEPARTMENT

## ERAD, BEYER, AND NEW ASSISTANTS TEST, 1999

The following candidates are declared to have passed the Head Surveyor and Sub-Assistant's Test:—

No. I Party.	No. V Party.
Yamamahana, Yamaguchi District.	Gōkyū, Nishimura Sh. Chō.
No. II Party.	No. VI Party.
Seijōsan Aoyama, Fukuoka Prefecture.	Shimobetsu Aoyama, Shimane Prefecture.
No. III Party.	Yamashiro Aoyama, Gifu Prefecture.
Smith—George Edward Chōshi.	Yamashiro Aoyama, Gifu Prefecture.
No. IV Party.	No. VII Party.
Yamaguchi Aoyama, Yamaguchi Prefecture.	Kichikawa Aoyama, Yamaguchi Prefecture.
Albright.	

Survey Office, Madras

2nd September 1970.

V. P. V. GOMPERTZ,  
*Director of Bureau*

RULES FOR THE PUBLIC EXAMINATION QUALIFYING FOR ADMISSION TO  
THE ESTABLISHMENT OF INDIVIDUAL ACCOUNTANTS.

[Footnote 1] For purposes of Tables 4, 6, 8 and 11 the expression "Accelerated-Growth" includes Equity Asset-backed-Structured, Central Business, DCM.]

No one will be eligible for admission to the establishment of Divisional Assemblies until he passes an examination in the following subjects, held under the orders of the Administration:—

Expend.			Fun-	Un-
			dation	der-
				stand-
Writing (business, domestic and rapidly) ..	..	..	100	50
Stationery (writing, business, etc.) ..	..	..	100	50
Envelope-writing ..	..	..	300	0
Accounting (the whole) ..	..	..	900	200
Accounting (domestic) ..	..	..	40	20
Housekeeping (the whole) ..	..	..	80	0
Housekeeping (domestic) ..	..	..	100	0
		Total ..	700	270

A candidate must also obtain two-thirds of the total marks (i.e., 108) in order to pass the examination.

Formerly this examination was conducted by the Treasurer, Civil Engineering College, Madras, the Royal Engineering College, the College of Science, Poona, and the College of Engineering, Bombay. For the future it has been arranged to conduct it in a single examining body, viz., the Royal Engineering College.

5. The following are exceptions to this rule:—

(a) Persons who have passed the degree Examination in Book-keeping of the London Chamber of Commerce and the Institute of Book-keepers of the Royal Society of Arts and who hold a certificate of having passed the Mathematical Examination of an Indian University in any other examination of a similar standard of general education, are eligible for appointment as Divisional Accountants without further examination, provided they furnish the certificate of character referred to in paragraph 4.

- |                                 |  |
|---------------------------------|--|
| 1. English                      | } of the Mathematics and (7) the Commercial Diploma Examinations of the Aitchison University, and a minimum of 25 per cent of full marks in each of the marginally noted subjects, and two-thirds of the aggregate marks for these three subjects, are eligible for appointment in the Divisional Accountants Service without further examination. |
| 2. Mathematics                  |  |
| 3. Book-keeping and Accountancy |  |

(b) Persons who have passed in both (1) the Mathematics and (7) the Commercial Diploma Examinations of the Aitchison University, and a minimum of 25 per cent of full marks in each of the marginally noted subjects, and two-thirds of the aggregate marks for these three subjects, are eligible for appointment in the Divisional Accountants Service without further examination.

(c) A graduate of an Indian University may be accepted by the Assistant-General of the provinces from the examination, except in Book-keeping, if the latter is included that the candidate is an accurate and quick arithmetician.

6. The examination is held during the second whole week of January at the Royal College of Engineering, and at the offices of the Assistant-General, Madras, Bombay, Bikaner and Omerkot (Rajwade), United Provinces (Allahabad), Punjab (Lahore), Burma (Rangoon), Central Provinces (Nagpur), and the Comptroller, Assam (Shillong), and the Deputy Assistant-General, Central Provinces, Delhi.

7. Other content of examination may be fixed by Assistant-General, provided that the number of candidates is sufficiently large and suitable arrangements can be made for the conduct of the examination under the supervision of a gazetted officer.

8. Only candidates whose age does not exceed 34 years on the 1st January of the year in which the examination is held are eligible, but persons holding permanent pensionable appointments in Government service may be permitted to undergo the examination up to the age of 35 years.

Note.—The age limit of 35 years for candidates in Government service will come into force with effect from the year 1924.

9. The candidate should apply to the Assistant-General of the province, except in the case of Delhi, where the application should be addressed to the Deputy Assistant-General, Central Provinces, Delhi, not later than 15th November, providing the date fixed for the examination, stating the notice at which he wishes to be examined and enclosing a fee of Rs. 12 and the following certificates and a registration form:—

(a) Certificate of good character signed by the candidate's immediate official superior, by the instructor under whom he has been educated, or by some other superior under whom he may have been brought up or employed or to whom he may be well known. This certificate must have special reference to the two years immediately preceding the date of the application.

(b) A duly verified statement of age, e.g., a Baptismal Certificate, a Birth Certificate, an Affidavit signed by the candidate or a relative of the candidate before a Magistrate, or an attested extract from the Service Book if the candidate is already a Government employee.

The application should be written by the candidate in his own handwriting, and the certificate (which will not be returned) should be submitted in original.

10. The Registration should set forth the following particulars:—

- (1) Name of candidate (including Christian or personal name in full).
- (2) Father's name (in full).
- (3) Nationality or class (i.e., European, Anglo-Indian or Indian) of candidate; and, if Indian, caste or tribe.
- (4) Date of birth.
- (5) Present address.
- (6) Examination passed.
- (7) Signature of candidate.
- (8) Thumb mark of candidate, left hand, to be made in the presence of a well-known responsible person who knows the candidate.
- (9) Signature, designation and address of above mentioned witness (with date).

Note.—A candidate already in Government service should, in the manner stated, his application through his immediate official superior.

11. Application which do not satisfy the requirements of the foregoing rules should be rejected without entering into further correspondence with the candidate. Other applications will be considered on their merits by the Assistant-General, whose decision as to whether or not the candidate should be allowed to appear for the examination will be final.

12. By the 1st December preceding the date fixed for the examination, the Assistant-General should forward to the Principal of the Royal Engineering College for registration a statement showing, in respect of accepted candidates only, their names, ages (as on date of examination) and addresses and the service when they are to be assumed. This statement should be supported by the accepted candidates' registration forms duly signed by the Assistant-General in token of acceptance and should be carefully preserved by the Principal.

\* No other notice is fixed by the present.

† This fee should be remitted by money order to the Assistant-General, Madras.

10. Simultaneously each candidate will be informed whether or not his application has been accepted.

11. The fees of rejected candidates will be returned to them by postal money order at their risk.

12. As each examination is complete in itself, a candidate who has failed in an examination, and presents himself for an examination on a subsequent occasion, must undergo the full examination and furnish a fresh fee with fresh candidates and registration form. If for any cause the candidate fails to appear for the examination, the fee paid will not be refunded, nor will it be placed to his credit for any subsequent examination.

13. Examination papers for registered candidates only will be sent by the Principal to the officers conducting the examination in time for the fixed dates.

14. The examination will be held at all the centres simultaneously under the supervision of gazetted officers or in the absence of such officers, by the Principal, which should be communicated by the Principal Direct to the registered address of each accepted candidate by registered post.

15. The results of the examination will be declared by the Principal within three months after the examination and communicated direct to each candidate, showing any the marks gained by him in each subject and the order of standing in the case of successful candidates. A free printed report of the complete results of successful candidates only, showing (1) order of merit, (2) names (in full), (3) father's name, (4) age, (5) examinations passed, (6) marks gained in each subject and in the aggregate and (7) address should be forwarded to each Civil Government Officer, to enable him to maintain lists of passed candidates.

16. It will be distinctly understood that the passing of this examination does not give any claim to appointment as a Divisional Assistant, and that applications for appointments should not be addressed to the Principal. The passing of this examination is a necessary qualification, but the establishment of Divisional Assistants is merely created by selection from amongst qualified clerks actually employed as clerks during the department and educational officers of the Public Works Department in Civil Assistant. A small number of graduates of Indian Universities and other persons of superior and special qualifications who may have passed the public examination may, however, be appointed direct by the Government General.

17. These rules may at any time be amended or revised by the Justice General, who reserves to himself the power to grant exemption from this public examination in every special case. No general revision of the rules affecting the subjects of the examination or the necessary qualifications of candidates will be referred until three years have elapsed since the date of such revision.

Form 1—Application for these rules shall be made to the Government of the Province or Province in which the candidate lives.

Form 2—The (candidate paper of previous year may be obtained from the Government of the Public Works, Survey, and Land, and the Government of the Province or Province in which the candidate lives, and by post, from the Government of the Province or Province in which the candidate lives, and by post, from the Government of the Province or Province in which the candidate lives.

#### Divisional Assistant Examination.

##### Candidate's Statement.

1. Name of candidate (in full) including Christian or personal name (to be written in capital).
2. Father's name (in full).
3. Nationality or race.  
(European, Anglo-Indian or Indian).
4. (For Indian candidates only) Caste or Tribe.
5. Date of Birth.
6. Examinations passed with dates.
7. Signature of candidate.
8. Present address, to which all communications will be forwarded.

9. I declare that the candidate's full name, as he appears in the statement, is the same as the name which he has used in the examination, and that the signature is his own, and that the name will be signed.

Declarations of responsible person, head of office, or a Magistrate.

I certify that I know the above-named candidate, that the information in the statement is true and correct, and that he has been made in my presence.

Signature \_\_\_\_\_  
of \_\_\_\_\_  
Address \_\_\_\_\_

The above-named candidate is registered for the examination at the \_\_\_\_\_ station. I have satisfied myself that the age statement recorded above is correct.

Respecting Officer.

W. D. WOODMAN,  
District Officer.

Madras, 20th August 1913.

EX-STUDENTS OF THE GOVERNMENT HIGHER ELEMENTARY TRAINING SCHOOL, MALDAPET, TRANSFERRED TO CHINGLEPUT.

His Highness and heads of institutions, and heads of other offices in which the abovesaid students of the Government Training School, Madapat, working at Chingleput, are employed, are requested to be so good as to intimate the fact to the undersigned as to enable him to take steps to see that the conditions of the bond executed by them while under training are duly fulfilled by them.

Sl. No.	Date of Leaving	Name of student.	Grade of student	Name of parent.	Native place.	School in which he is employed.	Service paid to be completed
117	20-11-12	S. Narayana, K.	...	Madapat	...	...	...
118	20-11-12	S. Narayana, K. R.	...	Jacob	...	...	...
119	20-11-12	S. Narayana, K.	...	...	...	...	...
120	20-11-12	S. Narayana, K.	...	...	...	...	...
121	20-11-12	S. Narayana, K.	...	...	...	...	...
122	20-11-12	S. Narayana, K.	...	...	...	...	...
123	20-11-12	S. Narayana, K.	...	...	...	...	...
124	20-11-12	S. Narayana, K.	...	...	...	...	...
125	20-11-12	S. Narayana, K.	...	...	...	...	...
126	20-11-12	S. Narayana, K.	...	...	...	...	...

See Lower.

See Higher.

N. GOVINDA AYYANGAR,

Inspector, Govt. Higher Elementary Training School, Chingleput.

Chingleput, 24th August 1922.

NOTIFICATION.

It is hereby notified that blank forms of Secondary School-Leaving Certificate Nos. 43100 B and 43101 B are in use; and if they are found to be used up, they will not be regarded as having been properly used.

Salem, 14th September 1922.

P. K. VENKATRAMAN,  
Acting Inspector of Schools, Tiruchirappalli and Salem Districts.

VACANCIES.

Applications will be received till 20th September 1922 from candidates duly qualified under the Public Service Commission for the 6th class jobs in the office of the undersigned. It is requested that particulars may be fully stated regarding exam., age, caste, general educational qualifications, professional qualifications, experience, etc. Properly attested copies of testimonials may be sent. Details of duties in H.E.C. may also be stated.

Camp Sankara, 24th August 1922.

K. SUBRAMANIAM REDDIYAR,  
Inspector of Schools, Coimbatore.

Applications are invited from trained women-teachers of the secondary grade for the post of High Assistant, Training section, Government Training and Secondary School for Mothers, Coimbatore, on its 10th plan. The 12 temporary address, to pay. The applications should contain the following particulars:—

Name, caste, date of birth, general educational and professional qualifications, previous service, if any, as teacher and vocation.

Coimbatore, 24th September 1922.

R. M. MOOD,  
Inspector of Girls' Schools, Coimbatore.

TELUGU HIGHER SECONDARY MANUAL.

Copies of this publication by M. Sankar Reddy, which has been recommended for the use of students in the Telugu Higher Secondary Schools, are available for sale at the Government Press, Mount Road, Madras, at Rs. 2-4-0 a copy.

GOVERNMENT PUBLICATIONS FOR SALE.

GOVERNMENT CHINESE, CHINESE, CHINESE Nos. 1221-22. Royal Soc. No. 12 (1 a).  
GOVERNMENT CHINESE, CHINESE, CHINESE Nos. 1221-22. Royal Soc. No. 12 (1 a. 5 p.).  
A DESCRIPTIVE CHINESE OF TELUGU MANUSCRIPTS IN THE GOVERNMENT CHINESE MANUSCRIPT LIBRARY, MADRAS. Vol. II. P. 1221-22. Part I. No. 1 (2 a. 5 p.).  
TELUUGU CHINESE, CHINESE, CHINESE Nos. 1221-22. Royal Soc. No. 12 (1 a. 5 p.).



Swissdoc by Authoring

No. 3739

MADRAS, TUESDAY EVENING, SEPTEMBER 12, 1939

[Page 8, column 1]

### Part 13.—Miscellaneous Notifications.

## CONTINUE

[illegible]

#### APPOINTMENTS, LEAVE, ETC

**Keywords:** *depression, mood, mood disorder, mood disorder with anxiety, mood disorder without anxiety, mood disorder with anxiety, mood disorder without anxiety, mood disorder with anxiety, mood disorder without anxiety*

No. 107, Exam.—In partial mad Section of the High Court Modification No. 68, dated 2nd March 1932, published at page 204 of Part II of the Mysr, Sr. Gazette Extraordinary, dated the 14th March 1932, the name on half average pay granted to the late M.L.Ry. S. Narayana Sa Fawala Shari, District Head, Mangalore, from 20th February 1932 to 1st April 1932 (inclusive), is corrected into same on average pay on modified certificate.

*No. 104, Leno.*—The late M.R.H. S. Nannings, 225 Portland Road, Dulwich, London, will be considered to have been, on leave on average pay under rules 71, 81 and 82 (A) of the Fundamental Rules from the 20th June 1922 to the 4th July 1922 (inclusive).

High Court, Madras,  
2nd September 1922.

No. 127. *Leave*.—M.R. Ry. Lakshmana Ayer Sampson Ayer Arungal, District Muzil. Chikilambam, is granted leave on full average pay under rules 77 and 84 of the Fundamental Rules from the 25th July 1922 to the 15th August 1922. He is permitted to call in his leave on Sunday the 15th August 1922, subject to the conditions of article 152 of the Civil Service Regulations.

No. 121, *Leave*.—In modification of the High Court Notification No. 128, dated 24th December 1921, published at page 2181 of Part II of the *Port St. George Gazette*, dated 26th December 1921, the fortnight or average salary granted to M.R. Vy. Venkubhaskar K. Rajasimhanthar, Rajasimhanthar, District Muzaffar of Mysore now at Madras, for his months from the 24th October 1921, is commuted into privilege leave on full pay for twenty-seven days from the 24th October 1921, and fortnight or average salary up to the 31st December 1921 and leave on average pay from the 1st January 1922 to the 31st April 1922 (Indicant).

High Court, Madras,  
26th September 1922.

F. B. MYLER,  
*Registrar.*

#### BOARD OF REVENUE

##### SALT, ARABIAN AND COASTAL DEPARTMENT

*Leave*.—Under rule II of the Fundamental Rules, M. O. H. Gilly, Inspector, is granted leave on average pay for ten days from 1st September 1922.

Board (Coastal Revenue), Madras,  
1st September 1922.

J. E. BROTH,  
*Acting Secretary.*

#### MEDICAL.

*Leave*.—M.R. Vy. R. Gopalakrishnan Aiyangar, M.A., temporary Civil Assistant Surgeon, is granted privilege leave for three months and twenty days from 1st July 1922 prior to termination of his service.

Madras, 26th/28th September 1922.

*Appointment*.—Mr. P. V. Chariyan, M.A., M.B., temporary Civil Assistant Surgeon, from reserve duty, Government General Hospital, Madras, is put on deputation to the Professor of Zoology, Medical College, Madras, and M.R. Vy. M. Chandra Chaudhury Aiyangar, M.A., temporary Civil Assistant Surgeon, joins him at Madras.

Madras, 26th September 1922.

*Success placed*.—M.R. Vy. D. K. Sampson Rao Aiyangar, M.A., M.B., Civil Assistant Surgeon on reserve duty in the Government Military Hospital, Madras, is placed at the disposal of the Chairman, Municipal Council, Madras (Madras District), and M.R. Vy. A. K. Venkatesh Aiyangar, M.A., M.B., Civil Assistant Surgeon, on relief at the Municipal Hospital, Madras, is placed at the disposal of the Chairman, Municipal Council, Madras (Madras District), and M.R. Vy. S. S. Subbarao K. Krishnan Aiyangar, Civil Assistant Surgeon, applied for leave prospectively to replace him.

(By order)

W. C. GRAY, Major, I.M.S.,  
*Personal Assistant to the Surgeon-General.*

Madras, 26th September 1922.

#### GENERAL NOTIFICATIONS.

##### PATENTS.

The following printed specifications of applications for patents, which have been accepted under section 5 of the Indian Patents and Designs Act of 1911, have been published and can be inspected free of charge at the Indian Patent Office, Calcutta. Copies of these specifications may be purchased at the Patent Office, 1, Connaught House Street, Calcutta, at the price of 6 annas per copy.

Directions for the guidance of inventors and others are given in the Indian Patents and Designs Act, 1911 (price 10 annas), and in the Indian Patents and Designs Rules, 1912 (price 5 annas). These should be consulted before an application is made to the Controller of Patents and Designs.

4785. Lockwood.

4927. Wireless Hinge Manufacturing Co.,  
Id.

7057. Jarry.

7212. *Udy* Liquids, Solid Acetylene  
- Free - and - Ethylacetylene  
for Portable Gasoline Cylinders.

7343. Eason.

7410. Chaudhary and Koth (Jr.)

7508. International Color Printing Co.

7605. International General Electric Co.,  
Inc.

7608. International General Electric Co.,  
Inc.

7470. International General Electric Co.,  
Inc.

7473. Fairy and Temple

7482. Fairy and Temple

7554. Malvern-Jackson.

8009. Thomson.

7445. Mykherant and Merckson.

7474. Fastack Dye Ltd.

7701. Reynolds Brown Ltd.

7742. Robinson.

7749. Akhmedov Princeps.

7838. Johnson.

7845. Hinchcock Ltd.

7845. Hinchcock.

7848. Eason and Eason.

7884. Decroix, Edouard, Baudouin, Baudouin  
and Gargot.

7893. Min.

8014. Railway Supply Co., Ltd., Sher-  
wood Lacey Rd., and Wals.

8042. Wadsworth.

8071. Watson, Morris and Bower.

8084. International General Electric Co.,  
Inc.

8105. Hewitt and Grouse.

Port St. George, 25th September 1922.

R. A. GRAHAM,  
*Chief Secretary.*

## IMPERIAL LIBRARY.

CORNER OF KIRK STREET AND SPRING ROAD, CALCUTTA.

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J. A. CHAPMAN,  
Librarian.

## UNCLAIMED SERVICE BOOKS.

It is hereby notified that the service books of the undersigned Probationary Sub-Registars, Zillah and Muzaffar are lying in this office for a long time. If no claim is made by the legal heirs or parties concerned within a month from the date of publication of this notification, the said records will be destroyed.—

Name, designation and reason for termination of service.

1. A. Srikanth Pillai, peon—services dispensed with.
2. D. Vankarabhaiyya, peon—dismissed for disobedience.
3. G. Vengalala Nayudu, peon—resignation.
4. S. Srinani Ayyar, clerk—resignation.
5. E. G. Vatsakhilam Pillai, eight months—resignation.
6. A. R. Sathya Rao, Probationary Sub-Registrar—resignation.
7. Khadim Karam, peon—resignation.
8. M. Sanyasubhaya, Probationary Sub-Registrar—resignation.
9. Syed Abdul Allam Akbar, Probationary Sub-Registrar—death.
10. P. S. Vembhanga Ayyangar, clerk—death.

J. VENKATANARAYANA,  
Inspector-General of Registration.

Madras, 21st August 1922.

## NOTIFICATION.

It is hereby notified that (1) all the properties of the undersigned Mappilas who were mortgaged by the Military Summary Court for offences committed during the Mappila outbreak of 1921, have been included in Government order No. 2 of the Mappila Mortgage for J.E. of 1922. (2) transactions made in respect of the said properties subsequent to the decision of the Military Summary Court will not be binding on the Government and that (3) all claims on the said properties should be placed before the District Magistrate, Kuttan, within three months from the date of this notice, else they will be liable to be ignored.

- |  |   |
|--|---|
| 1. Pothakkal Kumbhamed, Porur, Ernad.        | 26. Panguvandi Ayyanad, Vettathur, Wallawa-<br>wad. |
| 2. Kallipparam Alvi, Porur, Ernad.           | 27. Patta Kumbh.                                    |
| 3. Adakkattam Thammal, Kallipparam, Ernad.   | 28. Thodukudi Koyakurup.                            |
| 4. Moolakudi Alva Kumbh, Kallipparam, Ernad. | 29. Thodukudi Ayyanad.                              |
| 5. Kari Kumbh, Kallipparam, Ernad.           | 30. Thodukudi Alvi.                                 |
| 6. Chakkal Kumbh, Kallipparam, Ernad.        | 31. Pothupparam Mappil.                             |
| 7. Chakkal P. Kumbh, Kallipparam, Ernad.     | 32. Pothupparam Alvi.                               |
| 8. Chakkal Kumbh, Kallipparam, Ernad.        | 33. Pothupparam Kumbh.                              |
| 9. Pothupparam Ayyanad, Kallipparam, Ernad.  | 34. Pothupparam Ayyanad.                            |
| 10. Kallipparam Kumbh, Kallipparam, Ernad.   | 35. Chakkal Kumbh.                                  |
| 11. Kallipparam Kumbh, Kallipparam, Ernad.   | 36. Chakkal Kumbh.                                  |
| 12. Kallipparam Kumbh, Kallipparam, Ernad.   | 37. Chakkal Kumbh.                                  |
| 13. Kallipparam Kumbh, Kallipparam, Ernad.   | 38. Chakkal Kumbh.                                  |
| 14. Kallipparam Kumbh, Kallipparam, Ernad.   | 39. Chakkal Kumbh.                                  |
| 15. Kallipparam Kumbh, Kallipparam, Ernad.   | 40. Chakkal Kumbh.                                  |
| 16. Kallipparam Kumbh, Kallipparam, Ernad.   | 41. Chakkal Kumbh.                                  |
| 17. Kallipparam Kumbh, Kallipparam, Ernad.   | 42. Chakkal Kumbh.                                  |
| 18. Kallipparam Kumbh, Kallipparam, Ernad.   | 43. Chakkal Kumbh.                                  |
| 19. Kallipparam Kumbh, Kallipparam, Ernad.   | 44. Chakkal Kumbh.                                  |
| 20. Kallipparam Kumbh, Kallipparam, Ernad.   | 45. Chakkal Kumbh.                                  |
| 21. Kallipparam Kumbh, Kallipparam, Ernad.   | 46. Chakkal Kumbh.                                  |
| 22. Kallipparam Kumbh, Kallipparam, Ernad.   | 47. Chakkal Kumbh.                                  |
| 23. Kallipparam Kumbh, Kallipparam, Ernad.   | 48. Chakkal Kumbh.                                  |
| 24. Kallipparam Kumbh, Kallipparam, Ernad.   | 49. Chakkal Kumbh.                                  |
| 25. Kallipparam Kumbh, Kallipparam, Ernad.   | 50. Chakkal Kumbh.                                  |

Chennai, 28th August 1922.

R. H. ELLIS,  
District Magistrate, Madras.

## TREASURED TROVE.

It is hereby notified under section 5 of the Indian Treasure Trove Act VI of 1878 that treasure consisting of silver coins of the reign of Ra. as detailed below was found in December 1923 by a girl of 14 years named Gora, daughter of Sumanadas Pradhan, while digging for clay in the vacant lands of her father at Malknagar in the Malknagar taluk of the Tinsukia District:—

Thirty-two silver coins with Deva inscriptions weighing 85 toles	Value.
Rs.	85

5. All persons claiming the treasure or any portion thereof are hereby required to appear personally or by agent before the Agency Commissioner, Wellich, at his office in Wellich on 25th February 1924 in view of the matter being required into and disposed of according to law.

Agency Commissioner's Office,  
2nd August 1923.

G. B. COTTERELL,  
Agency Commissioner.

It is hereby notified, under section 5 of the Indian Treasure Trove Act VI of 1878, that treasure consisting of silver coins of the reign of Ra. as detailed below was found by (1) Panna Lalbada, (2) Tuladai Nagda, (3) Ambarna Lakshmaray, (4) Vinodh Vanhastavari, (5) Kanda Pachai, (6) Adadai Agyapa, (7) Padi Pandita and (8) Kama Gopalai, while digging for soil in dry field No. 277 of Bhatapattam belonging to one Kamladai Babbaray of Vanshapattam of Kalkuli taluk:—

Description of articles.	Total.
	Rs. A. P.
Forty-three gold coins having Deva. Nagari letters, each weighing about 100 grammes at Rs. 4-1-0 per mla.	579 8 0
One Panchanga Vangarua weighing 37½ chittams at Rs. 10 per chittam.	18 0 0
One Panchanga Vangarua weighing 14½ chittams at Rs. 20 a chittam.	10 0 0
One coin of silver weighing 16 chittams at Rs. 25 a chittam.	5 0 0
One gold round piece weighing 16 chittams at Rs. 10 per chittam.	5 0 0
Total ..	613 8 0

5. All persons claiming the said treasure are hereby required to appear in person or by agent before the Collector of Kuma at his office in Chitaldaga on 11 a.m. on the 14th November 1923, when the matter will be required into and determined according to law.

Kuma Collector's Office,  
21st May 1923.

S. H. F. M. TILLY,  
Collector and District Magistrate.

It is hereby notified under section 5 of the Indian Treasure Trove Act VI of 1878 that on the 15th May 1923 a treasure consisting of two bronze coins valued at Rs. 10 approximately was discovered by Panna Kama in a field in Vanshapattam village, Thirupattar taluk.

5. All persons claiming the said treasure or any part thereof are hereby required to appear personally or by agent before the Collector of Kuma at his office at Malwa on Monday, the 10th December 1923, in order to have the matter required into and determined according to law.

Kuma Collector's Office, Malwa,  
28th July 1923.

A. G. LEACH,  
Collector.

It is hereby notified under section 5 of Act VI of 1878 that, on 4th January 1924, the under mentioned treasure was found in S. No. 424 of the Tinsukia village of the Tinsukia taluk:—

Description of articles.	Approximate value.
	Rs. A. P.
1. Pradasha Neykhar with amman (pepper) .. .. .	22 0 0
2. Brass Bhatkhar (vase of four lights with a thick iron red painting through) .. .. .	6 7 0
3. A broken light of the above .. .. .	1 10 0
4. Brass round .. .. .	6 0 0
5. Brass oval handbell .. .. .	6 0 0
6. Brass round round (broken) .. .. .	6 0 0
Total ..	31 7 0

5. All persons claiming the above treasure or any part thereof are hereby required to appear personally or by agent before the Collector of Tinsukia at his office on Monday the 2nd October 1924, so that the matter may be required into and determined according to law.

Tinsukia Collector's Office,  
21st April 1924.

H. G. GHANPUREY,  
Collector.

It is hereby notified under section 5 of Act VI of 1878 (India) that on or about 15th May 1923 the undermentioned treasure was found buried up with earth on the top of a hill in S. No. 911 Panchak of Bangari village, Panchakul taluk:—

Nature of the treasure.	Weight.	Approximate value.
		Rs. A. P.
Gold ring .. .. .	2½ tolas.	25 0 0

5. All persons claiming the above treasure are hereby required to appear personally or by agent before the Collector at his office on 25th November 1923 for the purpose of inquiry and determination.

Tinsukia Collector's Office,  
26th July 1923.

P. MACQUEEN,  
Collector.



## DEPARTMENT OF AGRICULTURE, MADRAS.

Statement showing the island consumption and exports of raw cotton in the Maline Presidency for the week ending 25th August 1902.

[N<sub>1</sub> = all Agents are in India at the same time.]

Yearly articles	For the corresponding week of the previous year		For the current week		Total for the Fifty-two weeks terminated by the week ending Jan. 1, 1912		For the corresponding week from 1906-1907 to 1911-1912		For the corresponding week from 1902-1903 to 1911-1912		For the corresponding week from 1900-1901 to 1911-1912	
	Received in thousands of copies	Not reported by week	Received in thousands of copies	Not reported by week	Received in thousands of copies	Not reported by week	Received in thousands of copies	Not reported by week	Received in thousands of copies	Not reported by week	Received in thousands of copies	Not reported by week
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Illustrated Magazine	1,348	110	1,458	110	14,792	1,412	45,248	4,248	77,348	7,348	100,000	10,000
Country Magazine	952	110	1,062	110	10,792	1,012	32,248	3,248	54,348	5,348	70,000	7,000
Picture Magazine	142	110	252	110	2,412	212	7,248	724	11,348	1,348	15,000	1,500
Children's Magazine	572	110	682	110	6,792	612	20,248	2,248	32,348	3,348	40,000	4,000
Total	2,914	440	3,254	440	32,776	3,044	85,000	8,000	135,000	13,000	175,000	17,000

(d) Returns have been supplied in the corresponding month of previous years by means of the

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<sup>10</sup> Exports by sea in the current week are—Belarus, 1,327; Colombia, 194; Tatarstan, 415; Imports in the week from Monday into Moscow, 176.

(2) *Euphorbia* in the Boreby Presidium—in plants on the Great Indian Peninsula, 12,764, in plants on the Khatanga beach, Khatanga Bay, 12,765, in plants on the Boreby Peninsula and Central Indian Bay, 12,766; (3) *Peperomia* in the Boreby Presidium, 12,767; (4) *Desmodium* in the Boreby Presidium, 12,768; (5) *Elymus* in the Boreby Presidium, 12,769; (6) *Cystis* in the Boreby Presidium, 12,770.

[illegible]

Quantity of cotton pressed in the power-presses and of expressed cotton received at spinning mills in the Madras Presidency during the week ending 21st August 1932.

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[illegible]

(a) Conclusion II (allege not supported failure.

(\*) Indicates that data were not reported before.



PUBLIC HEALTH DEPARTMENT.

Tables showing the Cases and Deaths registered in the Metropolitan of the Marine Provinces for the week ending 10th August 1911.

District.	Municipal Areas.	Population according to the Census of 1911.	MISER.							FEVER.														
			Cases.			Deaths.				Cases.			Deaths.				Cases.							
			Cholera.	Typhoid.	Other.	M.	F.	Total.	M.	F.	Total.	Cholera.	Typhoid.	Other.	Total.	Cholera.	Typhoid.	Other.	Total.					
Bamun.	Bamun.	52,181	23	1	1	1	1	5	13	10	1	16	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	13,129	28	1	1	1	1	3	20	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
	Obhosa.	14,788	32	1	1	1	1	4	13	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
	Tingapet.	16,714	26	1	1	1	1	3	12	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Tingapet.	Tingapet.	35,294	31	1	1	1	1	4	10	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
	Kachapet.	23,255	16	1	1	1	1	3	10	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	7,490	5	1	1	1	1	2	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Rapahat.	28,791	3	1	1	1	1	2	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Gohari.	Gohari.	33,148	21	1	1	1	1	3	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	14,425	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	15,185	28	1	1	1	1	3	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	24,149	28	1	1	1	1	3	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Khat.	Mandapet.	25,244	34	1	1	1	1	4	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	24,518	4	1	1	1	1	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	48,164	4	1	1	1	1	2	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	35,250	7	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Gohari.	Phakim.	15,321	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	15,219	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	21,268	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	25,515	14	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Khat.	Khat.	59,811	27	1	1	1	1	3	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	21,274	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	12,444	12	1	1	1	1	3	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	15,761	3	1	1	1	1	3	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
South Khat.	Chakim.	25,461	8	1	1	1	1	3	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	15,423	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	112,453	14	1	1	1	1	3	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	55,181	22	1	1	1	1	3	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Trichinopoly.	Khat.	15,242	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	80,765	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	22,911	3	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	22,911	10	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Khat.	Phakim.	59,811	21	1	1	1	1	3	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	56,124	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	51,219	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	194,994	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Khat.	Phakim.	24,911	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	20,341	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	17,461	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Phakim.	16,411	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Khat.	Phakim.	4,211	1	1	1	1	1	3	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

\* Entries not entered.

(See, 1st, 1911.)

POST OFFICE, GEORGE TOWN, SINGAPORE.

1911

Stores showing the Stores and Dueses registered in the Bureau of the Ge. Marine Department for the week ending 28th August 1912—cont.

District.	Registered Items.	Population according to the Census of 1911.	MILITARY.						NAVY.											
			Crew.			Troops.			Crew.			Troops.			Stores.					
			Other.	Stores.	Other.	Stores.	Other.	Total.	Other.	Stores.	Other.	Stores.	Other.	Total.	Other.	Stores.	Other.	Total.	Stores.	Other.
Banda	Swirlipottu	31,185	20	2	8	18	30	30	30	1	1	1	1	1	1	1	1	1	1	1
	Varadipottu	21,321	7	2	1	6	9	9	31	1	1	1	1	1	1	1	1	1	1	1
	Varadipottu	14,577	28	1	1	6	22	22	3	1	1	1	1	1	1	1	1	1	1	1
Timor	Timor	25,713	24	7	11	18	45	45	20	2	2	18	18	20	2	2	2	2	2	2
	Petambak	46,549	1	12	11	18	5	50	12	1	1	18	18	27	2	2	2	2	2	2
	Tetoria	46,612	6	26	1	11	33	50	12	1	1	18	18	27	2	2	2	2	2	2
Koror	Koror	27,898	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Koror	18,154	4	8	1	1	5	7	4	1	1	4	1	5	1	1	1	1	1	1
	Koror	24,617	1	3	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Ondup	Ondup	18,968	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Ondup	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Ondup	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Nahary	Nahary	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Nahary	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Nahary	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Aomape	Aomape	19,152	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Aomape	19,152	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Aomape	19,152	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
North Arct.	North Arct.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	North Arct.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	North Arct.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Chitose	Chitose	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Chitose	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Chitose	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Sakae	Sakae	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Sakae	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Sakae	27,811	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Ondup	Ondup	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Ondup	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Ondup	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Nigeria, Tho.	Nigeria, Tho.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Nigeria, Tho.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Nigeria, Tho.	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
South Korea	South Korea	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	South Korea	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	South Korea	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Malabar	Malabar	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Malabar	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
	Malabar	24,617	1	1	1	1	1	1	4	1	1	1	1	1	1	1	1	1	1	1
Total		2,228,228	108	1,228	185	18	1,228	1,228	1,228	111	20	114	147	1,228	5	18	87	228	185	128

\* Returns not received.

Madras, 4th September 1912.

Material showing *Phaen. fusca* and *Dactyn. inaeq.* District of the Madras Presidency from August 1896 to 25th September 1897.  
(S = Sikkim; D = Dacca.)

[illegible]

Workweek showing Fluoridation Savings and Dentine in each infected place in the Madras Presidency for week ending 9th September 1933 as compared with two previous weeks.

[illegible]

Madison, 15th Eastern Ave 53501

A. J. H. BUSELL, Major, I.M.S.,  
Director of Public Health

## JUDICIAL NOTIFICATIONS

## INVENTIONS OF POWERS

Under Rule 1 of Order XX of the First Schedule of the Code of Civil Procedure, 1908 (as amended) by the High Court of Madras, dated the 11th November 1916, published at page 5078 of Part II of the *First Law Gazette, Madras*, dated the 12th November 1916, and in continuation of previous orders of the High Court on the subject, the High Court is pleased specially to impose the additional *Interim* Munsif in previous judgments by *distinction* to a substantial

M.R. By, Washington University, Washington, D.C.  
M.R. By, Washington University, Washington, D.C.

High Court, Madras,  
26 November 1925.

NOTIFICATIONS.

Under the provisions of section 122 of the Code of Civil Procedure, 1908, the following amendment of Form 8 in Appendix B to the First Schedule is published for the information of all persons interested and it is hereby notified that the said amendment as well as any objections or suggestions which may be received in regard thereto from any person interested in the matter will be taken into consideration by the High Court on or after the 14th October 1922.

Print from Form 8 in Appendix B to the First Schedule to the Code of Civil Procedure the entire portion beginning with the words—

"Examination of appeal" and ending with the words "the following reasons, namely:"—

High Court, Madras,  
22nd August 1922.

F. G. RUTLER,  
Clerk.

INSOLVENCY PETITIONS.

No. 11 of 1922 in the Court of the District Judge, Bellary.

Outsider Thimmappa of Bellary .. .. . Petitioner.  
(1) Kappagalla Ediga Narayana, (2) Ediga Nagappa, (3) Subbanna  
and (4) Kanna (jointly petitioners (1), (2) and (3) of Kappagalla,  
Bellary taluk, and (4) counter-petitioner of Ediga village,  
Bangalore taluk, Kanna's District.) .. .. . Creditors.

Notice is hereby given that the petitioner aforementioned has filed this petition to adjudicate the said counter-petitioner aforementioned as insolvent and that the 14th day of October 1922 has been fixed for the said hearing. All persons who intend objecting to the petition are required to appear on the said date in person or by vald and they are to submit grounds of their opposition in writing thereon (3) days before the day of hearing exclusive both of the day of giving notice and of the said day of hearing.

B. G. WALLER,  
District Judge.

Bellary, 24th September 1922.

No. 1 of 1922 in the Court of the District Judge, Bangalore.

Peterson Barrow Poir .. .. . Petitioner.  
East India Steamship Co. Ltd. and others .. .. . Creditors.

Notice is hereby given that the above-mentioned petitioners has applied to this court to be adjudged as insolvent and that the petition is posted to the 16th day of October 1922 for hearing.

A. KRISHNAPPA SAH,  
District Judge.

Bangalore, 11th September 1922.

No. 26 of 1922 in the Court of the District Judge, Coimbatore.

Mann Kandasani alias Panna Kandasani, son of Appaji Kandasani,  
residing at Pappampath, hamlet of Neppangalapuram, Paludam,  
taluk .. .. . Debtor.  
Sargasa Kandasani, son of Sathappa Kandasani, residing at Tharale  
Iyengalapuram, hamlet of Kothayampalapuram, Coimbatore taluk  
and Aravayya Kandasani, son of Kandasani Kandasani, residing at  
Kandasani, Coimbatore taluk .. .. . Creditors (Creditors).

Notice is hereby given that the petitioners have applied to this court praying that the debtor aforementioned may be adjudged as insolvent. Hearing 12th October 1922.

No. 77 of 1922 in the Court of the District Judge, Coimbatore.

Palani Chetti, son of Gurusatha Chetti, residing at Vennurandi,  
Gobichandrapuram taluk and Kall Chetti, son of Palani Chetti,  
residing at the above place .. .. . Petitioner (Debtor).  
G. H. Joseph Appay and others .. .. . Creditors.

Notice is hereby given that the debtors aforementioned have applied to this court praying that they may be adjudged insolvents. Hearing 12th October 1922.

No. 24 of 1922 in the Court of the District Judge, Coimbatore.

Rama Kandasani, son of Kallappa Kandasani, residing at Kanna-  
palapuram, hamlet of Kallappalli, Paludam taluk .. .. . Debtor.  
Kallappa Chetty, son of Nepp Chetty, aged 32, Dandabale  
kuram, residing at Chikkarapuram, Aravayya taluk .. .. . Petitioner (Debtor).

Notice is hereby given that the petitioner has applied to this court praying that the debtor aforementioned may be adjudged as insolvent. Hearing 12th October 1922.

A. J. COTTON,  
District Judge.

Coimbatore, 24th September 1922.

No. 43 of 1921 in the Court of the District Judge, Bangalore.

Alavala Jagannath .. .. . Petitioner (Creditors).  
Mata Mallappa and Madia Chinnu Mallappa .. .. . Respondents (Debtors).

Notice is hereby given under section 36 of Act V of 1908 that the above-mentioned respondents were adjudged insolvents by this court on 14th July 1921 and that the insolvents are directed to apply for discharge on or before 7th August 1922. The creditors of the said insolvents are required to prove their debts within ten months from this date by delivering or sending by registered post an affidavit in form No. 5 of the Insolvency Rules to the Official Receiver, Bangalore.

No. 12 of 1812 of THE COURT OF THE DISTRICT JUDGE, OGDENSBURG.

Peared Chaudhary ..	..	..	..	..	..	Religious (Catholic).
Tanum Datta Sanyal ..	..	..	..	..	..	Religious (Hindu).

Notice is hereby given under section 30 of Act V of 1920 that the aforementioned respondent was adjudged insolvent by the court on 26th August 1923 and that the dividend is created to apply the discharge to on or before 31st June 1924. The creditors of the said insolvent are required to prove their debts within six months from the date by delivering or sending by registered post an affidavit in form No. 2 of the Insolvency Rules to the Official Receiver, Cuddalore.

Chatham, with Seymour, Dec 1893

H. P. LAKSHMANA RAU,  
*Executive Engineer*

## No. 4 of 1921 of the Court of the District Judge, Calcutta.

Matia Savaryngudu	22	22	22	22	22	Graviter (Pindur)
Nalam Anantavale Sun Vaidhyanathan	22	22	22	22	22	Melior (Kopandev)

Notice is hereby given that the above respondent was adjudicated insolvent by this court under section 36 of the Provincial Insolvency Act of 1928 on 24th August 1932 and that the Official Receiver, Madras District, has been appointed Receiver of the insolvent's estate. All creditors of the said insolvent should prove their debts by delivering or sending by registered post to the Official Receiver, Dornakur, as early as practicable, with an affidavit from this date affirming in form No. 3 of the Madras Provincial Insolvency Rules, 1928. One year's time is fixed for the insolvent to apply for discharge.

## No. 34 of 1914 is the Order of the District Judge, Bangalore.

Pyla Embachtride ..	22	27	22	27	22	Driver (Petalier)
Vera Kilgaya and others	22	22	22	22	22	Drivers (Liliputians)

Notice is hereby given, under clause (5) of section 12 of Act V of 1925, that the aforementioned debtor has applied to this court by a petition dated 4th September 1931 for adjudication his insolvent and that the petition is posted to 4th October 1931 for hearing. Any person wishing to oppose the same may appear before this court either in person or by a duly authorized pleader on or about 4th October 1931.

Washington, D.C., September 1958

T. S. THARAKA AYYAR,  
Editor, *Asiatic*

<sup>1</sup> No. 7 of 1984 (L.N. No. 137 of 1985) is the Order of the District Judge, Malacca.

Four Experimental Sells	..	..	..	..	Friedman,
Negative Feedback, Beliefs and others	..	..	..	..	Criticism.

Notice is hereby given that the above-named petitioners have applied to this court for an order of discharge and that the petition is slated to take effect on October 18th, 1961, for hearing.

<sup>1</sup> No. 6 of 1973 in the Table of the Digest of Laws, Statutes.

P. M. Muhammad Kader Sahib	1.0	0.0	0.0	1	Full-time (Oath/br).
Kalepalli Manasappa	1.0	0.0	0.0	1	Residential

Radio is barely given that the above-named petitioner has applied to this court to adjudge the above-named respondent an insolvent and the petition is posted to 24th day of October 1912 for hearing.

Mallore, 8th September 1922.

V. VENUDOPAL CHETTI, *Editor*

## No. 15 of 1998 (L.A. No. 249 of 2012) is the Order of the District Judge, West Toronto.

Halsklothes Apper, son of Vaidhathil Apper at Theppavaram  
 seller, Velupillai Manai .. .. . .. . *Pattinam (Jambhik)*  
 Kumbakonam, District of .. .. . .. . *Pattinam (Jambhik)*

Witness is hereby given that the above-named petitioner has applied to this court for discharge, under section 41 of Act No. 1 of 1933 and that the petition is sworn to and verified by the following:

No. 61 of 1910 (I.A. No. 884 of 1905) is the Code of the District Judge, West Bengal.

Krishnaveni Aravamudan, son of Venkatesh Aravamudan, Sr.	..	Perthar (Jambhaji)
Strangeprofessors: Kavi Sasadhar (guru), Kavi Subram	..	..
Krishnaveni Padayath, son of ..	..	..

Nakas is hardly poetry; that the eberracinated petitioner has applied to the court for discharge under section 48 of Act V of 1933 and that the petition is posted to 20th September 1934 for hearing.

## No. 42 of 1919 (L.A. No. 148 of 1919) is the Charter of the District of Columbia, West Virginia.

*Exempla Aggas*, son of Christoson's Aggas, at *Mogor Aggas*  
*Gawad, Terwerd, Mined* " " " " *Perilous (hazard)*.  
 The *Togers Perilous* Fund expended by *Perilous* and

Notes is hereby given that the aforementioned petitioner has applied to this court for discharge under section 41 of Act V of 1920 and the petition is posted to 24th September 1921 for hearing.

Theresa, 6th November 1899.

J. I. SMITH,  
Judge District Judge







No. 212 of 1922 (No. 17 of 1922 of the file of the District Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Sankaralinga Ayyar, son of Sankaralinga Ayyar, Kanchikottai District,  
Tamilnadu, Plaintiff,  
The Secretary, Tanjore Permanent Fund and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that each of the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 243 of 1922 (No. 19 of 1922 of the file of the District Judge's Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Sankaralinga Ayyar, son of Sankaralinga Ayyar, Kanchikottai District,  
Tamilnadu, Plaintiff,  
The Secretary, Tanjore Permanent Fund and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that each of the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 274 of 1922 (No. 22 of 1922 of the file of the District Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Mandirajam Chettiar, son of Sankaralinga Chettiar, Chinnai District,  
Tamilnadu, Plaintiff,  
Sankaralinga Chettiar and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that each of the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 3 of 1922 (No. 23 of 1922 of the file of the District Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Tanjore Natar, son of Sankaralinga Natar, Tanjore District,  
Tamilnadu, Plaintiff,  
Sankaralinga Natar and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that each of the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 22 of 1922 (No. 24 of 1922 of the file of the District Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Kannanadasa Udayar Vaidyanatha Udayar, son of Vaidyanatha Udayar,  
Tamilnadu, Plaintiff,  
Sankaralinga Chettiar and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that each of the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 100 of 1922 (No. 25 of 1922 of the file of the District Judge's Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Venkatarama Pillai, son of Venkatarama Pillai, residing at Madurai,  
Tamilnadu, Plaintiff,  
Sankaralinga Chettiar and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 129 of 1922 (No. 26 of 1922 of the file of the District Court, TAMILNADU)  
IN THE COURT OF THE DISTRICT JUDGE, TAMILNADU.

Sankaralinga Ayyar, son of Sankaralinga Ayyar, Kanchikottai District,  
Tamilnadu, Plaintiff,  
Sankaralinga Chettiar and others .. .. .. Defendants.

Notice is hereby given under section 41 of Act V of 1920 that the creditors of the above-named defendant who have not proved their claims should do so on or before 10th September 1922, failing which a final dividend will be distributed without regard to their claims.

No. 313 of 1921 (No. 16 of 1921 of the file of the Sub-Commissioner, KANAKPUR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

Mangappa Chettyar, son of Keshappa Chettyar, Chidambaram taluk .. .. .	Plaintiff
Mooka acher, Kallipatti, Mangalore taluk .. .. .	Defendant
Lakshmana Ayyar and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 320 of 1921 (No. 23 of 1921 of the file of the District Munsif's Court, MANNAR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

Kandamall Pandaram, son of Doraswami Pandaram, residing at	
Valachi, Mangalore taluk .. .. .	Plaintiff
Varadachari Pandaram and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 325 of 1921 (No. 9 of 1921 of the file of the Sub-Commissioner, JERRE'S COURT, TATANUR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

Gopalaswami Nayudu, son of Kappaswami Nayudu, residing at North	
street, Gopalaswami, Mangalore .. .. .	Plaintiff
Subramani Aiyar and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 33 of 1922 (No. 1 of 1922 of the file of the Sub-Commissioner, JERRE'S COURT, KANNANUR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

Sellur, Sund Ayyar, son of N. S. Subramani Ayyar, residing at Sri	
Jagannatha Pillai's Road, West street, Kankalambur .. .. .	Plaintiff
G. S. Kappaswami Ayyar and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 27 of 1922 (No. 2 of 1922 of the file of the Sub-Commissioner, JERRE'S COURT, KANNANUR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

Yakubha Chettyar, son of Suman Chettyar, residing at South Main	
street, Thiruvalluvar street, Kankalambur taluk .. .. .	Plaintiff
Lakshmi Narayan and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 44 of 1922 (No. 3 of 1922 of the file of the District Court, EAST TATANUR, MANNAR)  
IN THE COURT OF THE OFFICIAL MAGISTRATE, TATANUR.

A. N. Yyasa Rao, son of Appayya Narayan Ayyar, residing at Anchi-	
kuram Chattram, Rural taluk .. .. .	Plaintiff
M. S. P. Perumthala Pillai and others .. .. .	Defendants

Notice is hereby given under section 32 of Act V of 1920 that the plaintiff above named was adjudged insolvent by an order of this court, dated 11th August 1921. The case stands adjourned to 16th September 1921 for further proceedings. It has been further ordered that the defendant should apply for his final discharge on or before 11th August 1921. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 3 of the Madras Provincial Insolvency Rules, 1919.

No. 74 of 1922 (No. 5 of 1909 of the year of the Russian Count, East Tarvold, Narvold) is now Count of the Russian Count, Tarvold.

45. <i>av. krasnobatam</i> Chetiger, son of Kappakkal Subrahmanyam	
Chettigar, residing at Balu North street, Karaikal, Mayavaram.	.. <i>Patitioner.</i>
Thamizh, Madhavay and others	.. .. <i>Respondents.</i>

Notice is hereby given, under section 32 of Act V of 1925 that the publisher herein named was adjudged bankrupt in the order of this court, dated 10th August 1921. The most recent dividend was 10 p. 100 on 18th July 1925. In further proceedings it has been further ordered that he should apply for his final discharge on or before 10th August 1926. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in Form No. 8 of the Indian Provincial Insolvency Rules, 1924.

Ms. 108 of 1922 (Ms. 19 of 1922 of the file of the District Court, East Tanjong, Negatative) in the Court of the General Receiver, Income.

PERMANENT FUND	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472
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Nelson is hereby given notice that on or about 10 of Jan'y of 1920 that Valere Pansierowski, alias, son of Grzegorz Pilsa, residing in Thundersbay, Niagara Falls, has applied for being declared an insolvent and that his application is pending for hearing to 20th September 1922. Any creditor wishing to oppose the same may appear before this court either in person or by proxy on the said date.

№ 104 of 1922 (№ 11 of 1919 on the part of the District Military Court, Nizhny Novgorod) of the Court of the District Judges, Tver.

Hairs Yellow	++	++	++	++	++	++	<i>Felt/Glass</i>
D. Vascular Arrangement			++	++	++	++	<i>Extruded</i>

Witness is hereby given under oath (30 of section 18 of Act V of 1910 that Sotira Parris, son of Eobbenzo Parris, residing in Nagore, Negapatnam, while, has applied for being declared as insolvent and that his application is pending for hearing to 10th September 1921. Any creditor wishing to oppose the same may appear before the court either in person or by pleader on the said date.

No. 107 of 1921 (No. 1 of 1919 on the roll of the *Schweizerische Eidgenossenschaft*, Turgau)  
in the Court of the General, Nuremberg, Turgau.

Narayanan and Meyada, son of Annaswami Pillai, residing at	
Kuruk Pottakkulam .. .. .	Pottaiyur.
Krishnaswami Arum and Sita .. .. .	Arumadich.

<sup>1</sup> Notice is hereby given under section 23 of Act V of 1929 that the petition above named was adjudged insolvent by an order of this court, dated 33d August 1933. The two trusts referred to 26th September 1932 for further proceedings. It has been further ordered that the insolvent should apply for his final discharge on or before 28th August 1934. The creditors of the above-named insolvent should prove their claims as soon as possible. A claim may be proved by delivering or sending by post in a registered letter an affidavit in form No. 2 of the Indian Provincial Insolvency Rules, 1929.

No. 113 of 1933 (No. 11 of 1932 on the list of the Bureau of the East Asiatic Company, Ltd., Copenhagen, Denmark) is the United States Official Register, Volume

H. V. Velodynamic Agency	..	..	..	..	Prime,
Velodynamic Agency and others	..	..	..	..	Bureau

*Notice is hereby given, under clause (3) of section 28 of Act V of 1900 and M. Vakkomnath Apper, adopted son of Vakkomnath Apper, residing in Chennamangalam, Travancore, has applied for being declared as respondent that the application is posed for hearing to 26th September 1912. Any person wishing to oppose the same may appear before this court either in person or by pleader at the said date.*

No. 127 of 1912 (No. 15 of 1912 of the file of the District Court, West London.  
Tallied by the Court on the Official Minutes, London.

<i>Agave americana</i>	++	++	++	++	++	Folklore.
<i>Azadirachta indica</i>	+	+	+	+	+	Experiments.

Notice is hereby given under clause (1) of section 20 of Act V of 1902 that Appanappa Wadgaonkar of Arundhatia Taluka, residing at Thangpantarkhata, Tanjore taluk, has applied for being declared an insolvent and that his application is now for hearing on 25th September 1928. Any creditor wishing to oppose the same may appear before the court either in person or by pleader on the said date.

No. 188 as 1892 (No. 4 of 1892 on the issue of the Demersit Mission's Cession, Tashkent)  
in the name of the Imperial Government, Tashkent.

<i>Knappia</i>	44	44	44	44	44	<i>Polidura</i>
<i>Macropus</i>	44	44	44	44	44	<i>Trigona</i>

Notice is hereby given under clause (2) of section 17 of Act V of 1908 that Karapandayan, son of Purnanand Udayan, residing at Tirukkalupatti, Tanjore taluk, has applied for being declared an insolvent and that his application is posted for hearing on 24th September 1912. Any creditor wishing to oppose the same may appear before the court either in person or by pleader at the said date.

No. 184 of 1922 (No. 12 of 1922 of the FILE of the DISTRICT COURT, EAST TAMILNADU, Madras) in the COURT of the CHIEF MAGISTRATE, TAMILNADU.

Fathimam Fida .. .. . Fathimam.  
Sulochanappa Chetty and others .. .. . Respondents.

Notice is hereby given under clause (1) of section 18 of Act 7 of 1920 that Fathimam Fida, one of the plaintiffs, residing in Chinn street, Southbengal, Madras, has applied for being declared an insolvent and that his application is posted for hearing to 25th September 1922. Any creditor wishing to oppose the same may appear before the court either in person or by pleader on the said date.

No. 185 of 1922 (No. 13 of 1922 of the FILE of the DISTRICT COURT, WEST TAMILNADU, Madras) in the COURT of the CHIEF MAGISTRATE, TAMILNADU.

Muhammad Hashim Benerjee .. .. . Plaintiff.  
Purnell Chatterjee and others .. .. . Respondents.

Notice is hereby given under clause (1) of section 18 of Act 7 of 1920 that Muhammad Hashim Benerjee, son of Muhammad Benerjee Aham Dohy, residing in Madhavaram, Palayamkottai, has applied for being declared an insolvent and that his application is posted for hearing to 25th September 1922. Any creditor wishing to oppose the same may appear before the court either in person or by pleader on the said date.

No. 186 of 1922 (No. 14 of 1922 of the FILE of the DISTRICT COURT, WEST TAMILNADU, Madras) in the COURT of the CHIEF MAGISTRATE, TAMILNADU.

Fathimam Gopala Krishna .. .. . Plaintiff.  
Sathya Fida and others .. .. . Respondents.

Notice is hereby given under clause (1) of section 18 of Act 7 of 1920 that Fathimam Gopala Krishna, son of Thevarasami Appayya, residing in Sampavathi Thevarasami Appayya street, Kumbakonam, has applied for being declared an insolvent and that his application is posted for hearing to 25th September 1922. Any creditor wishing to oppose the same may appear before the court either in person or by pleader on the said date.

G. S. RAMACHANDRA ATTAR,  
Chief Magistrate.

Tanjore, 1st September 1922.

# IN THE MATTER OF THE INDIAN COMPANIES ACT, 1902, AND THE PRINTERS' PRESS, LIMITED.

NOTICE PURSUANT TO SECTION 247 (1).

Whereas a notification addressed to the Printers' Press, Limited, at its registered office reads as follows:

Whereas a notice dated the 2nd June 1922 was published on page 1793 of the Fort St. George Gazette, Part II, dated the 12th June 1922, pursuant to section 247 (1) of the Indian Companies Act, 1902, to the effect that notice was given to the company before the expiration of three months from the date of that notice the assets of the said company would be struck off the registers and the said company would be dissolved; and

Whereas the said company has not shown such cause within the time allowed which expired on the 1st September 1922.

Therefore the name of the company has, under section 247 (1) of the Act, been struck off the registers.

M. MUHAMMAD HUSSAIN,  
Assistant Registrar of Joint Stock Companies.

Madras, 31. September 1922.

## FINANCIAL NOTIFICATION.

### LOST CURRENCY NOTE.

The following Currency Note of the Madras Circle is stated to have been destroyed, and payment of its value has been received by the person whose name is placed against the number. Any other person claiming a right to it is warned to substantiate at once with the undersigned.

English number.	Number of Note.	Value.	Name of claimant.
No. 106 (1915-16) ..	R.R. 10-12100 ..	Rs. 100 ..	Mudali Babayya, Assistant, Chinnampattinam, above Fort St. George.

Office of the Deputy Controller of the Currency,  
Fort St. George, 24th September 1922.

S. V. Aiyar,  
Currency Officer.

REVENUE NOTIFICATIONS.

In exercise of the powers delegated under section 318 of the Madras Municipalities Act, 1919, the Board of Revenue directs that from and after the date of this notification, the land in the Eedla Municipality, described below and measuring 264 square feet, be the same as 19th class or less, shall be withdrawn from the control of the municipal council:—

	Rate.	sq. ft.
S. No. 1984 and proceeds, levied in acch by T.S. No. 103; and, and not used by T.S. No. 1034 .. .. .	.. .. .	261

Board (Land Revenue and Settlement),  
Madras, 14th September 1923.

F. T. MARGUM, *for Secretary*

20. 4.—In virtue of the power conferred by Rule XXIII of the Opium Rules contained in Government Notification No. 4, dated 24th July 1918, published on page 132-714 of the *Port of George Gazette*, dated 24th July 1918, Part I and in amendment of the Notification No. 14, dated 18th October 1911, published on page 1437 of the *Port of George Gazette*, dated 29th October 1911, Part II, the Board of Revenue hereby delegates to the Agency Commissioner, Walah, Deputy Commissioners of the Port, Alibari and Customs Department and the Collector of Porters, Madras, the power of granting rewards in opium cases arising within the respective jurisdictions in the manner and to the extent shown below:—

(a) In cases where opium or incriminating drugs are confiscated or any fine is imposed up to a maximum limit of Rs. 100, not exceeding the value of the articles confiscated plus the amount of the reward; and

(b) In cases where the reward which may be granted under the foregoing clause is inadequate or where no fine is imposed or confiscation ordered or where the fine or forfeiture is not realized, up to a maximum limit of Rs. 25.

Board (Revenue Revenue), Madras,  
15th August 1923.

J. B. BROWN, *Acting Secretary*

SALE OF TUDY SHOTS IN THE CITY OF MADRAS FOR THE YEAR 1922-23.

Tudy shot No.	Name of the highest bidder.	Monthly Rent.	Tudy shot No.	Name of the highest bidder.	Monthly Rent.
Date of sale—15th August 1923.			Date of sale—15th August 1923—cont.		
1. P. Subramaniam & Co. Limited .. .. .	.. .. .	50	118. H. Subramaniam & Co. Limited .. .. .	.. .. .	50
2. M. Subramaniam & Co. Limited .. .. .	.. .. .	1,000	119. P. Subramaniam & Co. Limited .. .. .	.. .. .	50
3. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	120. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
4. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	121. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
5. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	122. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
6. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	123. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
7. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	124. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
8. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	125. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
9. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	126. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
10. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	127. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
11. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	128. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
12. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	129. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
13. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	130. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
14. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	131. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
15. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	132. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
16. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	133. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
17. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	134. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
18. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	135. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
19. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	136. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
20. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	137. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
21. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	138. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
22. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	139. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
23. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	140. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
24. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	141. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
25. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	142. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
26. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	143. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
27. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	144. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
28. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	145. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
29. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	146. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
30. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	147. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
31. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	148. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
32. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	149. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
33. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	150. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
34. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	151. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
35. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	152. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
36. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	153. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
37. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	154. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
38. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	155. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
39. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	156. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
40. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	157. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
41. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	158. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
42. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	159. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
43. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	160. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
44. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	161. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
45. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	162. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
46. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	163. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
47. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	164. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
48. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	165. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
49. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	166. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
50. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	167. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
51. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	168. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
52. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	169. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
53. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	170. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
54. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	171. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
55. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	172. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
56. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	173. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
57. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	174. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
58. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	175. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
59. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	176. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
60. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	177. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
61. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	178. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
62. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	179. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
63. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	180. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
64. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	181. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
65. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	182. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
66. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	183. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
67. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	184. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
68. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	185. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
69. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	186. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
70. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	187. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
71. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	188. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
72. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	189. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
73. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	190. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
74. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	191. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
75. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	192. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
76. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	193. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
77. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	194. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
78. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	195. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
79. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	196. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
80. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	197. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
81. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	198. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
82. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	199. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
83. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	200. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
84. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	201. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
85. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	202. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
86. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	203. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
87. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	204. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
88. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	205. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
89. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	206. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
90. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	207. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
91. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	208. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
92. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	209. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
93. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	210. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
94. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	211. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
95. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	212. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
96. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	213. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
97. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	214. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
98. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	215. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
99. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	216. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
100. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	217. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
101. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	218. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
102. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	219. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
103. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	220. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
104. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	221. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
105. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	222. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
106. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	223. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
107. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	224. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
108. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	225. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
109. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	226. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
110. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	227. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
111. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	228. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
112. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	229. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
113. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	230. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
114. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	231. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
115. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	232. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
116. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	233. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
117. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	234. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
118. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	235. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
119. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	236. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
120. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	237. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
121. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	238. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
122. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	239. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
123. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	240. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
124. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	241. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
125. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	242. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
126. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	243. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
127. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	244. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
128. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	245. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
129. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	246. H. Subramaniam & Co. Limited .. .. .	.. .. .	500
130. M. Subramaniam & Co. Limited .. .. .	.. .. .	500	247. H. Subramaniam & Co. Limited .. .. .	.. .. .	5

## MARINE NOTIFICATIONS.

## NOTICE TO MARINERS.

No. 75 of 1912.

[1912.—WATER CHART.—REFERENCE TO COAST HARBOR.]

[Reference.—This notice relates to Maritime No. 45 of 1912.]

It is hereby notified that the Star, Spit and Gunpowder Buoys referred to at the Cobles point will be replaced in position on or about the 14th September 1912.

Frederick Port Office, Madras,  
4th September 1912.

F. G. SMITH,  
for Frederick Port Office.

## REPORT OF VESSELS

ARRIVED AT AND DEPARTED FROM THE PORT OF MADRAS FROM  
THE 1st TO THE 31st DECEMBER 1911.

## ARRIVED.

Date.	Name of vessel.	Tonn.	Flag.	Master.	Where from.	Birth receipt.
1911						
Dec. 2	S.S. "Tinsley"	4,334	E	O. J. Ellis	London	No. 1
" 4	S.S. "Alma"	4,374	E	R. H. Dixon	Colombo	Wharfedale No. 1.
" 6	S.S. "Rangit"	4,332	E	C. G. McFadyen	Aden	Birth receipt and No. 2.
" 8	S.S. "Andromeda"	4,715	E	F. L. Atkinson	London	No. 3.
" 10	S.S. "Lafayette"	4,332	E	F. G. Robinson	Do.	Wharfedale No. 4 and birth receipt.
" 12	S.S. "Clio"	4,012	E	J. G. Davis	Swampy	Wharfedale No. 5.
" 14	S.S. "Wendell"	4,011	E	N. Hall	Colombo	No. 4.
" 16	S.S. "Clio"	4,012	E	H. W. Telford	Singapore	Birth receipt and No. 4.
" 18	S.S. "Tinsley"	4,334	E	F. Robinson	Do.	No. 5.
" 20	S.S. "Tinsley"	4,334	E	O. J. Ellis	New York	Wharfedale No. 6.
" 22	S.S. "Rangit"	4,332	E	F. Smith	Swampy	No. 6.
" 24	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	Birth receipt.
" 26	S.S. "Tinsley"	4,334	E	R. E. Williams	Do.	No. 7.

## DEPARTED.

Date.	Name of vessel.	Tonn.	Flag.	Master.	Where to.	Birth receipt.
1911						
Dec. 2	S.S. "Tinsley"	4,334	E	R. E. Williams	Colombo	No. 8.
" 4	S.S. "Tinsley"	4,334	E	C. F. Hall	Do.	No. 9 and 10.
" 6	S.S. "Tinsley"	4,334	E	C. F. Hall	Do.	No. 9.
" 8	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Do.	No. 10.
" 10	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	Wharfedale No. 8 and No. 9.
" 12	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 11.
" 14	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	Wharfedale No. 10.
" 16	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	Birth receipt and No. 11.
" 18	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 12.
" 20	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 13.
" 22	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 14.
" 24	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 15.
" 26	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 16.
" 28	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 17.
" 30	S.S. "Tinsley"	4,334	E	F. L. Atkinson	Colombo	No. 18.

B = British.

D = Dutch.

E = Dutch.

\* Other port—other than at birth.

Harbour Office, Madras,  
11th September 1912.

G. H. CAMPBELL, Commander, D.M.,  
Deputy Commissioner of the Port.



## PUBLIC WORKS NOTIFICATION

## UNCLASSIFIED//SI//NF

Again of Rs. 4-4-30 being excess recovery of rent from the following persons remains unclaimed and it will be credited to Government if the party does not claim it within three months from the date of this notification :—

V. P. Huet, late clerk in the Public Works Department, St. Petersburg

[illegible]

Continued, 21st August 1982.

Notice is hereby given that the following amount due to laborers has been outstanding in the books of this office from 17th December 1913 and these amounts will be credited to Government if not claimed within three months from the date of this notification.

Name of work—St. George's House, York.

Month and period to which the account relates.	Settlement number as per S.M. card.	Name.	Father's name.	Address.
1/1/1914 to 31/12/1914	1	David	David	1/1/1914

Delaware, 4th September 1922

F. W. IRELAND,  
Executive Secretary, Wildlife Division

## MILITARY NOTIFICATION.

#### DEFINITION OF DISORDER

Report of a diameter of alouatta without leave from Hs. 40 Squadron, Royal Air Force, Bangalore, North-West Frontier Province, India, dated at Bangalore the 4th day of September 1952.

Members, past and present, 200000, including stratiolates, Charles Albert Hall: age, 22 years and 44 days; height, 5 feet 10 inches; color of complexion, yellow; hair, dark brown; eyes, brown; nose, straight; mouth, slightly upturned; weight, 250 lb. (113.4 kg); date of arrival, 1898; date of departure, 1900; place of origin, Punjab; country of origin, India; place of capture, Punjab; place of residence, London, East; date of description or allusion, 18 August 1892; place of description or allusion, Rudyard, North-West Frontier Province, India; member, 201; number 893207; service.

Grounding No. 45 Sweden, Steel Air Arm

## OFFICIAL ADVERTISEMENTS

#### SALE OF GOVERNMENT ELEPHANTS.

None or all of the following Government elephants will be placed for sale by auction at Christchurch on the South Island Railway on 14th September 1932.

Depositing balance must deposit Rs. 200 in two currency notes of Rs. 100 each before the functioning of the sale.

The deposits of unsuccessful bidders will be returned on completion of the sale.

Payment is full for elephants purchased and is made on the day following the sale to the Sub-Treasurer. Polish, the weight of seized ivory being defined.

\* The deposit of any purchaser failing to pay the amount due on the prescribed date will be forfeited to the Government.

We acknowledge that we cannot remove the book until payment has been made.

Government will not be responsible for any elephant sold, but not removed, within two days of the sale and the purchaser of any unremoved elephant must pay for its upkeep at Rs. 4 per day with effect from that date.

If your shipment cancelled is not removed by the time Reputations its sale will be cancelled.

The elephants will be sold without any harness or other belongings and purchasers must provide their own chains, etc., for their purchases.

Purchasers must bring their own elephant attendants; Government sublets cannot be disposed to accompany elephants to destination.

The undersigned reserves the right to refuse any bid

Serial number and name.	Registered ago. Tons.	Sex.	Serial number and name.	Registered ago. Tons.	Sex.
1. Benguezi .. .. .	11	Female.	4. Boudet .. .. .	7	Female.
2. Bue .. .. .	9	Male.	10. Oup .. .. .	8	Male.
3. Boudet .. .. .	9	Female.	11. Koudou .. .. .	12	Male.
4. Boudet .. .. .	11	Male.	12. Boudou .. .. .	10	Male.
5. Boudet .. .. .	11	Male.	13. Boudet .. .. .	14	Male.
6. Boudet .. .. .	11	Female.	14. Boudet .. .. .	12	Male.
7. Boudet .. .. .	11	Male.	15. Boudet .. .. .	4	Male.

A. WINDHOUSE,

Acting Commissioner of Forests, South Africa.

Germansburg, 21st August 1913.

#### SALE OF THE RIGHT OF ENJOYMENT OF USURUQUE OF TREES, Etc.

Notice is hereby given that the sale of the right of enjoyment of the usufruct of trees, or other sales, will be conducted at the respective stations and on the dates specified between 5 and 6 p.m. All intending bidders are requested to bid for them.

#### Conditions of Sale.

(1) All bidders should deposit Rs. 1 at the commencement of the sale. The successful bidder should pay the whole amount of bid in advance as soon as the bid is knocked down. The deposited money will be repaid on the spot in the case of unsuccessful bidders.

(2) The highest bidder shall be the purchaser, but in the case of disputes the right will be reserved.

(3) The sale shall be subject to the approval of the Executive Engineer and the enjoyment will commence from the date of approval of the Executive Engineer and after the lease has signed the lease agreement.

(4) No damage should be done to the trees or bushes or herms of crops. If anything should happen nevertheless it shall at once be brought to the notice of the Executive Engineer, Chingleput Division, otherwise the lease will have to hold himself responsible for any loss to Government.

(5) The lease will have the right only to enjoy the usufruct but not to infringe any other rules in existence and after the approval of the Executive Engineer.

Draws of miscellaneous properties to be sold in public auction in Chingleput division during October 1913.

Description of property to be sold.	Period of lease.	Time of auction.	Destination.
Redington road South Subdivision.			1911.
Portion of Redington road in the vicinity of .. .. .	Let for 100 years to the Government 1913.	Open lot .. .. .	In October.

C. FRODO,

Executive Engineer, Chingleput Division.

Madrass, 16th August 1913.

#### NOTICE.

There is to be sold in public auction and sold from reserves and enclosures of Government lands was sold for the year 1914 to 1915 on 16th October 1913, to Mr. H. Venkatesa Perumal Chetti of Madras for Rs. 4,000 at Rs. 2,000 per year.

Mr. Venkatesa Perumal Chetti entered into an agreement with the District Forest Officer on behalf of the Secretary of State for India and deposited Rs. 200 in the Post Office Savings Bank at Bangalore for the full payment of the condition of his contract. He paid the first instalment of Rs. 200 but failed to pay the second instalment due in 1913 in spite of registered notices issued to him. The contract has therefore been formally cancelled and the amount has been ordered to be refunded to the contractor. This order has been sent to the contractor in his address by registered post but the postal authorities have returned the order as the undersigned from the District Forest Officer. It is therefore hereby notified that no sum of money deposit is not claimed by Mr. Venkatesa Perumal Chetti or his legal heirs within three months from the date of publication of this notice in the Fort St. George Gazette the said deposit will be refunded to Government.

H. P. WARD,

District Forest Officer, Bangalore.

Chingleput, 26th September 1913.



[illegible]

Government Motory No. 421, Madras.  
25th August 1912.

C. A. F. HUNTON, Mgr., L.H.B.,  
Haverhill, Mass.

## TENDERS FOR SUPPLY OF DEMARCATION STAKES FOR SdVt ZALDK

Seasoned Madras was invited for the supply of deodaration wages of the dimensions given below for the survey of Divi taluk of the Kolar district by Mr. L. Narayana Rao.

and should be addressed to the *Officer in charge of Pa. H. during Party, Democrat*, by name, not later than the 10th September 1933.

3. State what he of good grade or some other desirable item to be appraised of by the Officer in charge.

6. The Officer in charge reserves to himself the right of rejecting any tender without giving any reason therefor.

3. The successful bidder will have to enter into a written agreement with the Office to charge and deposit Rs. 500 as cash security for the due performance of the terms of the contract.

4. No advance of cash will be made to the contractor. Payments for the street supplied will be made only after the bills are checked and passed by the Officer in charge.

7. The essential working must be prepared to supply construction stores in such quantity as may be ordered from time to time.

8. The rates at which the tenderer is prepared to supply the different classes of stores in villages should be quoted in the tender.

9. The price should include the cost of carriage to each village and be uniform for the whole village.

10. Statement of data for the year should accompany the index.

Description of Clones.

Flange boundary and boundary station.	Rhodium	3 feet x 14 inches x 9 inches with a pycnometer hole drilled in the center of the upper surface and a bore across work 4 inches long and one quarter of an inch deep, on the side.	See notes
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Furl. diam. " " " 5 feet x 4 inches x 6 inches with 8 broad arrow mark  
4 inches long and 1/2 of an inch deep on the side.

Presented, 21th August 1991.

P. GOVINDARAJULU NATUNU,  
Officer in charge of No. 11 Survey Party.

**TENDER FOR THE SUPPLY OF ARTICLES OF DIET TO THE HEADQUARTERS HOSPITAL, OTTAWA, CANADA.**

Seals are hereby given that sealed tenders will be received up to 11 a.m. on Monday the 18th September 1922, by the Superintendent, Government Headquarters Hospital, Ottawa, for the supply of articles as per annexed schedule.

1. Articles of diet, etc., will be delivered for weekly or daily in quantities as required. The supplies are to continue for six months from 1st October 1922 to 31st March 1923, and payments for the same will be made on monthly bills.

2. The rate of each article with its description given in this notice must be separately quoted in the tender.

3. If the successful tenderer for any article specified in schedule shall fail to deliver the same as required, his earnest money will be forfeited to Government.

4. Tenders should be in duplicate and must be accompanied with sample of each article to be tendered for, these to be of the best and season and time of each one per cent. Each tender must be accompanied by a deposit in cash or Government promissory note equal to the 10 per cent of the total value of the tender, and in default of such deposit the tender will be rejected; and will only tender be accepted after the specified hour and date. The deposits will be returned to the successful tenderers.

5. A person making a tender shall be allowed to withdraw his tender from the space of thirty days from the date thereof, and in the event of sending his deposit shall be forfeited to Government.

6. The successful tenderer or tenderers hereafter named the "contractor" must within three days from date of receiving notification that his tender has been accepted, lodge a security of Rs. 100 and execute a bond for the fulfillment of the contract and to pay the same date therein. The contractor shall be required to have ready the articles of diet supply which must be fresh and of good quality as a condition of acceptance by the Superintendent, Government Headquarters Hospital, or any other officer appointed by him. No advance of cash will be made to contractors.

7. A deposit of 10 per cent of the deposit money will be held for any infringement of the stipulations of the bond, and if frequently repeated the contract will be annulled and the security forfeited to Government.

8. The contract must not be subject without the approval in writing to the Superintendent, Government Headquarters Hospital.

9. The Superintendent, Government Headquarters Hospital, reserves to himself the right to reject any tender or to decline to accept the tender for any one or more of the articles included for by the tenderer without assigning any reason for so doing.

10. With reference to the stipulations mentioned in the preceding paragraphs, the tenderer should attach a certificate to his tender to the following effect:—

"I, the tenderer, agree to have the earnest money refunded to Government in case of failure to undertake the tender. I further undertake to supply a quantity of any article which is not accepted in my tender should I be required to do so by the Superintendent, Government Headquarters Hospital, Ottawa."

**SCHEDULE.**

Name of the article.	Rate per	Name of the article.	Rate per
Almond, first sort .. .. .	One pound.	Almond, first sort .. .. .	One pound.
Apple .. .. .	Do.	Apple .. .. .	Do.
Barley .. .. .	Do.	Barley .. .. .	Do.
Cheese, parmesan .. .. .	Do.	Cheese, parmesan .. .. .	Do.
Butter .. .. .	Do.	Butter .. .. .	Do.
Egg .. .. .	Do.	Egg .. .. .	Do.
Flour, first sort .. .. .	Do.	Flour, first sort .. .. .	Do.
Flour, second sort .. .. .	Do.	Flour, second sort .. .. .	Do.
Flour, third sort .. .. .	Do.	Flour, third sort .. .. .	Do.
Flour, fourth sort .. .. .	Do.	Flour, fourth sort .. .. .	Do.
Flour, fifth sort .. .. .	Do.	Flour, fifth sort .. .. .	Do.
Flour, sixth sort .. .. .	Do.	Flour, sixth sort .. .. .	Do.
Flour, seventh sort .. .. .	Do.	Flour, seventh sort .. .. .	Do.
Flour, eighth sort .. .. .	Do.	Flour, eighth sort .. .. .	Do.
Flour, ninth sort .. .. .	Do.	Flour, ninth sort .. .. .	Do.
Flour, tenth sort .. .. .	Do.	Flour, tenth sort .. .. .	Do.
Flour, eleventh sort .. .. .	Do.	Flour, eleventh sort .. .. .	Do.
Flour, twelfth sort .. .. .	Do.	Flour, twelfth sort .. .. .	Do.
Flour, thirteenth sort .. .. .	Do.	Flour, thirteenth sort .. .. .	Do.
Flour, fourteenth sort .. .. .	Do.	Flour, fourteenth sort .. .. .	Do.
Flour, fifteenth sort .. .. .	Do.	Flour, fifteenth sort .. .. .	Do.
Flour, sixteenth sort .. .. .	Do.	Flour, sixteenth sort .. .. .	Do.
Flour, seventeenth sort .. .. .	Do.	Flour, seventeenth sort .. .. .	Do.
Flour, eighteenth sort .. .. .	Do.	Flour, eighteenth sort .. .. .	Do.
Flour, nineteenth sort .. .. .	Do.	Flour, nineteenth sort .. .. .	Do.
Flour, twentieth sort .. .. .	Do.	Flour, twentieth sort .. .. .	Do.
Flour, twenty-first sort .. .. .	Do.	Flour, twenty-first sort .. .. .	Do.
Flour, twenty-second sort .. .. .	Do.	Flour, twenty-second sort .. .. .	Do.
Flour, twenty-third sort .. .. .	Do.	Flour, twenty-third sort .. .. .	Do.
Flour, twenty-fourth sort .. .. .	Do.	Flour, twenty-fourth sort .. .. .	Do.
Flour, twenty-fifth sort .. .. .	Do.	Flour, twenty-fifth sort .. .. .	Do.
Flour, twenty-sixth sort .. .. .	Do.	Flour, twenty-sixth sort .. .. .	Do.
Flour, twenty-seventh sort .. .. .	Do.	Flour, twenty-seventh sort .. .. .	Do.
Flour, twenty-eighth sort .. .. .	Do.	Flour, twenty-eighth sort .. .. .	Do.
Flour, twenty-ninth sort .. .. .	Do.	Flour, twenty-ninth sort .. .. .	Do.
Flour, thirtieth sort .. .. .	Do.	Flour, thirtieth sort .. .. .	Do.
Flour, thirty-first sort .. .. .	Do.	Flour, thirty-first sort .. .. .	Do.
Flour, thirty-second sort .. .. .	Do.	Flour, thirty-second sort .. .. .	Do.
Flour, thirty-third sort .. .. .	Do.	Flour, thirty-third sort .. .. .	Do.
Flour, thirty-fourth sort .. .. .	Do.	Flour, thirty-fourth sort .. .. .	Do.
Flour, thirty-fifth sort .. .. .	Do.	Flour, thirty-fifth sort .. .. .	Do.
Flour, thirty-sixth sort .. .. .	Do.	Flour, thirty-sixth sort .. .. .	Do.
Flour, thirty-seventh sort .. .. .	Do.	Flour, thirty-seventh sort .. .. .	Do.
Flour, thirty-eighth sort .. .. .	Do.	Flour, thirty-eighth sort .. .. .	Do.
Flour, thirty-ninth sort .. .. .	Do.	Flour, thirty-ninth sort .. .. .	Do.
Flour, fortieth sort .. .. .	Do.	Flour, fortieth sort .. .. .	Do.
Flour, forty-first sort .. .. .	Do.	Flour, forty-first sort .. .. .	Do.
Flour, forty-second sort .. .. .	Do.	Flour, forty-second sort .. .. .	Do.
Flour, forty-third sort .. .. .	Do.	Flour, forty-third sort .. .. .	Do.
Flour, forty-fourth sort .. .. .	Do.	Flour, forty-fourth sort .. .. .	Do.
Flour, forty-fifth sort .. .. .	Do.	Flour, forty-fifth sort .. .. .	Do.
Flour, forty-sixth sort .. .. .	Do.	Flour, forty-sixth sort .. .. .	Do.
Flour, forty-seventh sort .. .. .	Do.	Flour, forty-seventh sort .. .. .	Do.
Flour, forty-eighth sort .. .. .	Do.	Flour, forty-eighth sort .. .. .	Do.
Flour, forty-ninth sort .. .. .	Do.	Flour, forty-ninth sort .. .. .	Do.
Flour, fiftieth sort .. .. .	Do.	Flour, fiftieth sort .. .. .	Do.
Flour, fifty-first sort .. .. .	Do.	Flour, fifty-first sort .. .. .	Do.
Flour, fifty-second sort .. .. .	Do.	Flour, fifty-second sort .. .. .	Do.
Flour, fifty-third sort .. .. .	Do.	Flour, fifty-third sort .. .. .	Do.
Flour, fifty-fourth sort .. .. .	Do.	Flour, fifty-fourth sort .. .. .	Do.
Flour, fifty-fifth sort .. .. .	Do.	Flour, fifty-fifth sort .. .. .	Do.
Flour, fifty-sixth sort .. .. .	Do.	Flour, fifty-sixth sort .. .. .	Do.
Flour, fifty-seventh sort .. .. .	Do.	Flour, fifty-seventh sort .. .. .	Do.
Flour, fifty-eighth sort .. .. .	Do.	Flour, fifty-eighth sort .. .. .	Do.
Flour, fifty-ninth sort .. .. .	Do.	Flour, fifty-ninth sort .. .. .	Do.
Flour, sixtieth sort .. .. .	Do.	Flour, sixtieth sort .. .. .	Do.
Flour, sixty-first sort .. .. .	Do.	Flour, sixty-first sort .. .. .	Do.
Flour, sixty-second sort .. .. .	Do.	Flour, sixty-second sort .. .. .	Do.
Flour, sixty-third sort .. .. .	Do.	Flour, sixty-third sort .. .. .	Do.
Flour, sixty-fourth sort .. .. .	Do.	Flour, sixty-fourth sort .. .. .	Do.
Flour, sixty-fifth sort .. .. .	Do.	Flour, sixty-fifth sort .. .. .	Do.
Flour, sixty-sixth sort .. .. .	Do.	Flour, sixty-sixth sort .. .. .	Do.
Flour, sixty-seventh sort .. .. .	Do.	Flour, sixty-seventh sort .. .. .	Do.
Flour, sixty-eighth sort .. .. .	Do.	Flour, sixty-eighth sort .. .. .	Do.
Flour, sixty-ninth sort .. .. .	Do.	Flour, sixty-ninth sort .. .. .	Do.
Flour, seventieth sort .. .. .	Do.	Flour, seventieth sort .. .. .	Do.
Flour, seventy-first sort .. .. .	Do.	Flour, seventy-first sort .. .. .	Do.
Flour, seventy-second sort .. .. .	Do.	Flour, seventy-second sort .. .. .	Do.
Flour, seventy-third sort .. .. .	Do.	Flour, seventy-third sort .. .. .	Do.
Flour, seventy-fourth sort .. .. .	Do.	Flour, seventy-fourth sort .. .. .	Do.
Flour, seventy-fifth sort .. .. .	Do.	Flour, seventy-fifth sort .. .. .	Do.
Flour, seventy-sixth sort .. .. .	Do.	Flour, seventy-sixth sort .. .. .	Do.
Flour, seventy-seventh sort .. .. .	Do.	Flour, seventy-seventh sort .. .. .	Do.
Flour, seventy-eighth sort .. .. .	Do.	Flour, seventy-eighth sort .. .. .	Do.
Flour, seventy-ninth sort .. .. .	Do.	Flour, seventy-ninth sort .. .. .	Do.
Flour, eightieth sort .. .. .	Do.	Flour, eightieth sort .. .. .	Do.
Flour, eighty-first sort .. .. .	Do.	Flour, eighty-first sort .. .. .	Do.
Flour, eighty-second sort .. .. .	Do.	Flour, eighty-second sort .. .. .	Do.
Flour, eighty-third sort .. .. .	Do.	Flour, eighty-third sort .. .. .	Do.
Flour, eighty-fourth sort .. .. .	Do.	Flour, eighty-fourth sort .. .. .	Do.
Flour, eighty-fifth sort .. .. .	Do.	Flour, eighty-fifth sort .. .. .	Do.
Flour, eighty-sixth sort .. .. .	Do.	Flour, eighty-sixth sort .. .. .	Do.
Flour, eighty-seventh sort .. .. .	Do.	Flour, eighty-seventh sort .. .. .	Do.
Flour, eighty-eighth sort .. .. .	Do.	Flour, eighty-eighth sort .. .. .	Do.
Flour, eighty-ninth sort .. .. .	Do.	Flour, eighty-ninth sort .. .. .	Do.
Flour, ninetieth sort .. .. .	Do.	Flour, ninetieth sort .. .. .	Do.
Flour, ninety-first sort .. .. .	Do.	Flour, ninety-first sort .. .. .	Do.
Flour, ninety-second sort .. .. .	Do.	Flour, ninety-second sort .. .. .	Do.
Flour, ninety-third sort .. .. .	Do.	Flour, ninety-third sort .. .. .	Do.
Flour, ninety-fourth sort .. .. .	Do.	Flour, ninety-fourth sort .. .. .	Do.
Flour, ninety-fifth sort .. .. .	Do.	Flour, ninety-fifth sort .. .. .	Do.
Flour, ninety-sixth sort .. .. .	Do.	Flour, ninety-sixth sort .. .. .	Do.
Flour, ninety-seventh sort .. .. .	Do.	Flour, ninety-seventh sort .. .. .	Do.
Flour, ninety-eighth sort .. .. .	Do.	Flour, ninety-eighth sort .. .. .	Do.
Flour, ninety-ninth sort .. .. .	Do.	Flour, ninety-ninth sort .. .. .	Do.
Flour, one hundred sort .. .. .	Do.	Flour, one hundred sort .. .. .	Do.

Govt. Headquarters Hospital, Ottawa, Canada,  
24th September 1922.

F. C. PEARCE,  
Superintendent.

## TENDER FOR SUPPLY OF SHEEPSKINS.

Noting a supply of skins that would be required up to 3 o'clock on Friday, the 22nd September 1922, by the Superintendent, Government Forest, Mist Buildings, Madras, for the supply of sheepskins mentioned in the subjoined schedule. Tenders must be accompanied with samples and a deposit of Rs. 25 for each of the skins, which will be returned if the tender is not accepted. The sheepskins supplied should, in all respects, be equal to the samples excepted. One thousand of each must be delivered within seven days and the remainder within one month from the date of acceptance of tender. The successful tenderer must deposit at once 10 per cent of the amount of his tender. The deposit will be forfeited in case of failure to supply sheepskins of the correct size and quality within the time mentioned above. The Superintendent reserves to himself the right of rejecting all or any of the tenders and of reducing the quantity from two or more tenders without assigning any reason for doing so.

## SCHEDULE.

Sheepskins, including size, not less than 16" X 18½"	..	..	Rs. 4,000
Do. equal size "	21" X 26"	..	" 3,000

Government Forest, Mist Buildings,  
Madras, 16th September 1922.

A. B. GREEN,  
Asst. Superintend.

## TENDER FOR THE COLLECTION OF TANGEDU BARK.

Tenders are invited for the right to collect tangedu bark in the reserved forests and unreserved lands of the several blocks noted below at the North Cuddayah district subject to the following conditions.

1. The lease will be for five months from 1st October 1922 to 30th June 1923.
2. Each tender must be accompanied by a deposit of Rs. 100 (one hundred only) paid into the Bank of Madras or any of its branches or in any Government Treasury in this district and by a subsworn certificate granted by the Collector or the Deputy Collector of the place in which publication the tenders are to be made or area property, specifying the amount up to which he is allowed.
3. No person will be allowed to tender for any other person or jointly for himself and others unless he holds a power-of-attorney duly executed in his favour authorizing him to tender on behalf of such other person or persons.
4. The tender must give the amount offered for each block separately.
5. Tenders must be superscribed "Tender for the right to collect Tangedu bark" and should be addressed to the District Forest Officer, North Cuddayah (Cuddayah post), so as to reach him not later than the 12th September 1922. Tenders received without deposit and subsworn certificates and those received after the prescribed date will not be considered.
6. Tenders will be opened by the District Forest Officer, North Cuddayah, and put on the table daily at this office at Cuddayah.
7. The District Forest Officer and the Commissioner of Forests, Tiruv. Chidamb., Madras, at the same time, reserve to themselves the right of rejecting any tender without assigning any reason therefor.
8. The successful bidder must within one week from the date of receipt of order accepting the tender pay the balance of the lease amount and also execute an agreement in the prescribed form, failing which the contract will be cancelled, the security deposit forfeited and the block relet at his risk.
9. Bidders accepting the agreement the successful tenderer should deposit in the post office savings bank a sum equal to 10 per cent of the lease amount as security deposit for the full term of the term of the contract.
10. For other conditions of the lease please refer to the sale notice published in the Cuddayah District Gazette Supplement, dated 27th May 1922.

## List of Blocks.

Block or range.	Area of blocks comprising the range.	Area to be leased out.
1. Silticut range ..	Cuddayah block ..	Do.
2. Silticut range ..	Silticut block ..	Do.
3. Perumanna range ..	Do. ..	Do.
4. Vengaloor range ..	Cuddayah and Perumanna blocks ..	Do.

Cuddayah, 16th September 1922.

V. NARAYANA AYYAR,  
District Forest Officer, North Cuddayah.

## SALE OF DEVI DEVI POND.

Tenders are invited for the sale of about 2 aas of fresh Devi Devi ponds situated in the Palar River Nila Pannam.

3. Tenders should be addressed to the District Forest Officer, North Yellors, Yellors, and should be accompanied by a deposit of Rs. 50, which will be returned to the tenderer whose tender is not accepted.

4. The undersigned reserves the right of accepting all or any of the tenders without obligating any tenderer therefor.

5. The offer should be at or not more than Rs. 2,500 (Rs. 2,500).

6. Tenders will be received up to 2 p.m. on 20 October 1922.

7. For further particulars please apply to the undersigned or to Range Officer, Yellors Range, Yellors.

Yellors, 24th September 1922.

ABDUL KARIM,  
District Forest Officer, North Yellors.

# ADDITIONAL SALE.

FOR SALE.—About 30 acres of land in survey No. 1922/1, 2 of No. 308 Elatir village, Parnar, which, conveniently situated along the grand trunk road and within half-a-mile of Elatir railway station, suitable for sugar or dry cultivation, will be sold in two lots. Upper portion about 15 acres, deposit Rs. 100. Will be sold by Hon. K. K. B. Chellam Apper Arangal, District Officer, Tirunelveli, on 1st November 1922 at 3 p.m. at Elatir. Enquiries to be addressed to him.

Puducherry, 2nd September 1922

A. M. A. C. HALLADAY,  
Collector of Tirunelveli.

## NOTICE OF SALE OF THE RIGHT TO MANUFACTURE SALT IN CERTAIN PANS OF KATYAPALLE FACTORY, KANNIYAKUMARI.

THE public are hereby informed that the right of manufacture of salt under the monopoly system in the aforementioned salt pans of the Katyapalle factory will be sold in auction, by the Assistant Commissioner of Salt, Alford and Customs Department, Chingleput subdivision at Vayalar on Friday the 25th September 1922 at 11 a.m. subject to the following conditions:

1. A deposit of Rs. 500 must be made by every intending bidder previous to bidding.

2. No person will be allowed to bid for another, unless he holds a power-of-attorney from him authorizing him to do so.

3. The selling officer may for valid reasons refuse to accept any bid and in case of dispute, his decision shall be final. If, for any reason, the highest bid is rejected, the selling officer, may at his discretion either accept the next highest bid or commence the auction afresh at the bid again.

4. The sale will be subject to formal confirmation by the Deputy Commissioner, Central Division at Tiruchirappalli, who may either accept or reject the final bid at his or her discretion. Such formal confirmation will be tantamount to an acceptance of the bid.

5. As soon as possible after the auction is completed, the deposits made by the unsuccessful bidders will be returned to them.

6. If the auction proceeds, each successful bidder shall, at once, if so required, by the selling officer, or otherwise at the close of the day's sale make a further deposit equal to one-fourth of the purchase money. Should he fail to do so, the deposit made by him under condition 2 again, will be forfeited and the right to manufacture salt in the pans will be put up to auction again on the above conditions or otherwise disposed of as the Deputy Commissioner or Board may determine and the bidder may be debarred from bidding again at any subsequent sale of salt pans.

7. On receipt of information of the final acceptance of the bid, the successful bidder shall at once pay the whole amount of his bid after deducting from it the amount of deposits already paid by him. Should he fail to do so, the deposits made by him under conditions 2 and 3 again will be forfeited and the right to manufacture salt in the pans will be sold or otherwise disposed of as the Deputy Commissioner or the Board may determine.

8. Bidders offered under condition 6 will be at the risk of the defuncting bidder, who will forfeit all gains and in the event of a loss, will be required to make good the deficiency between the amount payable under the terms of the original sale and that payable by the successful bidder at the resale. In the former case, the forfeited deposits will be deducted from the loss owing from the resale and the remainder, if any, will be recoverable from the defuncting bidder in the manner laid down in section 104 of the Madras Salt Act, IV of 1889. Should, however, the forfeited deposits be greater than the loss by resale, the whole of such deposits will be credited to Government. The defuncting bidder will be similarly liable if the salt pans are disposed of otherwise than by resale and such deposit exceeds in loss to Government as compared with the original sale.

9. Licence to manufacture salt under the monopoly system will be granted to the successful bidder after he has accepted a lease assuming the following special conditions. The prescribed form of the licence and the lease bond may be seen at the office of the Salt Inspector, Revenue Circle at Vayalar:—

(a) The pans should be laid out in such manner as the Commissioner may direct and should be worked as directed by Government at the rate of halfpenny per ton in the factories of the Revenue Circle.

(b) Manufacture should be carried on as directed by the Inspector and the licensee should undertake to comply with all orders regarding the premises of manufacturers which the Inspector may issue from time to time and to show due diligence in manufacturing.

(d) The successful bidder should accept a lease the term of which may be seen at the Circle office, Veperia. The term of such lease will be for twenty-one years from 1st December 1932 and the lease granted in such case will be in force only during the continuance of such lease.

(e) The lessee should surrender the lease to Government if required to do so, on notice being given in writing at the date of any manufacturing season.

(f) No compensation will be paid to the lessee when the lease was surrendered under condition (c) except or when they are resumed or the factory is converted into one for the manufacture of salt for general sale or in the event of the lease referred to in condition (d) being determined before the expiry of the period fixed.

15. The salt pans to be sold consist of six acres in one lot. Any further particulars may be obtained from the office of the Inspector of Salt, Kankar Circle, at Veperia.

Makes, 20th September 1932.

#### NOTICE OF SALE OF THE RIGHT TO MANUFACTURE SALT IN CERTAIN PANS OF THE VATALUR FACTORY, KANKAR CIRCLE.

The public are hereby informed that the right of manufacture of salt under the monopoly system in the undermentioned salt pans of the Veperia factory will be sold in auction by the Assistant Commissioner of Salt, Alkali and Chemical Department, Chingleput subdivision, Veperia, on Friday the 16th September 1932, at 12 noon, subject to the following conditions:—

1. A deposit of Rs. 5 must be made by every intending bidder previous to bidding.

2. No person will be allowed to bid for another unless he holds a power-of-attorney from him authorizing him to do so.

3. The selling officer may, for valid reasons, refuse to accept any bid and in such case his decision shall be final. If, for any reason, the highest bid is rejected, the selling officer, may, at his discretion, offer accept the next highest bid or announce the annulment of the lot again.

4. The sale will be subject to formal confirmation by the Deputy Commissioner, Coastal Division, at Veperia, who may either accept or reject the final bid at his or its discretion. Such formal confirmation will be tantamount to an acceptance of the bid.

5. As soon as possible after the auction is complete, the deposits made by the unsuccessful bidders will be returned to them.

6. As the auction proceeds, each successful bidder shall, at once, if so required by the selling officer or otherwise at the date of the sale, make a further deposit equal to one-fourth of the purchase money. Should he fail to do so, the deposit made by him under condition 1 and 2 above, will be forfeited and the right to manufacture salt in the pans will be put up to auction again on the above conditions or otherwise disposed of as the Deputy Commissioner or Board may determine; and the deficiency may be recovered from bidding again at any subsequent sale of such pans.

7. On receipt of intimation of the final acceptance of the bid, the successful bidder shall at once pay the whole amount of his bid after deducting from it the amount of deposits already paid by him. Should he fail to do so, the deposits made by him under conditions 1 and 2 above will be forfeited and the right to manufacture salt in the pans will be sold or otherwise disposed of as the Deputy Commissioner or Board may determine.

8. Tender offered under condition 6 will be at the risk of the defuncting bidder, who will forfeit all paid and, in the event of a loss, will be required to make good the deficiency between the amount payable under the terms of the original sale and that payable by the successful bidder at the resale. In the latter case, the forfeited deposits will be deducted from the loss arising from the resale, and the remainder, if any, will be recoverable from the defuncting bidder. In the former bid does not exceed 400 of the Madras Salt Act IV of 1912. Should, however, the forfeited deposits be greater than the loss by resale, the whole of such deposits will be added to Government. The defuncting bidder will be similarly liable if the salt pans are disposed of otherwise than by resale and such disposal results in loss to Government as compared with the original sale.

9. License to manufacture salt under the monopoly system, will be granted to the successful bidder after he has accepted a lease containing the following special provisions. The proposed form of the license and the lease bond may be seen at the office of the Salt Inspector, Kankar Circle, at Veperia.

(a) The pans should be laid out in such manner as the Commissioner may direct and should be worked according to Government at the rate of Kankarum common to the tune of the Kankar Circle.

(b) Manufacture should be carried on as directed by the Inspector and the lessee should undertake to comply with all orders regarding the processes of manufacture which the Inspector may issue from time to time and to show due diligence in manufacture.

(c) The successful bidder should accept a lease the term of which may be seen at the Circle office, Veperia. The term of such lease will be for twenty-one years from 1st December 1932 and the lease granted in such case will be in force only during the continuance of such lease.

(d) The lessee should surrender the lease to Government if required to do so, on notice being given in writing at the date of any manufacturing season.

(e) No compensation will be paid to the lessee when the lease was surrendered under condition (c) except or when they are resumed or the factory is converted into one for the manufacture of







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# VACANCIES.

Applications are invited from non-Brahmin candidates for the post of a typist clerk or a scribe of Rs. 10-14-00 to 1-40 grade permanently vacant in the office of the Assistant Registrar of Cooperative Societies, Bombay.

Those who have passed the S.S.C. Examination and the elementary grade in the vernacular languages need apply. Applications should be accompanied with the S.S.C. register and the necessary certificates.

M. SINGAPPA,  
District Registrar.

Bombay, 26th August 1922.

Whereas a Secondary School Leaving Certificate candidate who is qualified in Typewriting and shorthand, Intermediate or Advanced grade, on a pay of Rs. 20-25-00 to Rs. 30-35-00 in the District Head's Court of Chidambaram. An allowance of Rs. 10 or Rs. 15 will be paid for shorthand Intermediate or Advanced qualifications.

Whereas a candidate who has passed in Typewriting and who could work with letters machines for the post of typist-clerk in the District Head's Court of Chidambaram.

The machines are temporary ones and may become permanent.

Preference will be given to non-Brahmins and women candidates.

I. NARAYANA AYYAR,  
District Head.

Chidambaram, 24th August 1922.

Applications are invited from candidates duly qualified under the recruitment rules for the post of temporary clerk on Rs. 25 or on the scale Rs. 25-14-00 to Rs. 30-35-00 in the District Head's Court of Chidambaram, Public Works Department. The post carries with it a local allowance of 10 per cent of salary so long as the clerk is stationed on the Assistant India. The appointment will be for the first 6 months last to end of March 1923 but is likely to be continued.

T. I. S. NAUAY,  
Executive Engineer, Chidambaram Division.

22nd August 1922.





Roll rates by the Traffic Manager, supported by the Chairman, and others, after consultation with the firms interested in the iron trade, that rule 11 of the iron yard rules and clause 11 of the Scale of Rates be revised as follows with a view to remedy the congestion in the iron yard, to some extent, in the short run as which consequent take delivery of their goods from the yard.

*Revised rule 11 of the iron yard rules.*

"*Thereby done.*—Troughs drawn on unrefined iron and steel will be loaded in accordance with the clause in the Scale of Rates, after the expiry of the two periods calculated on the rate of one day for each 100 tons or part thereof loaded by way of steamer, with a minimum of 5 days, commencing from the day following completion of the vessel's discharge, and excluding all Sundays and Christmas and Commerce holidays."

*Revised clause 11 of the Scale of Rates*

*Additional charges on iron and steel—(1) Two periods allowed and the scale of charges.—After allowing for each five days exclusive of Sundays and Christmas and Commerce holidays, as the Trust may resolve to grant, the following rough charges will be made on unrefined iron and steel, loaded by steamer agents at the best local iron yard:—*

For the first fortnight or portion thereof .. .. .	3 annas per ton	per day.
For the second fortnight or portion thereof .. .. .	4 .. .. .	
For the third and succeeding fortnights or portions thereof .. .. .	5 .. .. .	

(2) *Additional charges.*—On goods stored under cover in the shed allotted for sheltering certain kinds of iron and steel, rough charges will be assessed at four times the above rates.

(3) *Paper charges.*—If, in the interests of the Trust's business, it is found necessary to shift any of such stock or steel, the charge to the consignee for the removal will be 5 annas per ton for each shift. Iron or steel remaining unremoved, beyond the end of the day following delivery, will have to pay one anna per day or part of a day for each 100 square feet or part thereof occupied.

Resolved that the proposed revision of clause 11 of the Trust's Scale of Rates be approved and be submitted to Government for sanction and publication in the Port St. George Gazette, as required by section 44 of the Madras Port Trust Act.

Resolved also that the revised rule 11 of the iron yard rules be approved to take effect in respect of iron and steel loaded at the yard from vessels arriving on and after the date the revised clause 11 of the Scale of Rates comes into force.

251. Read and recorded the Audit Report of the Accountant-General on the Port Trust's accounts for the year 1921-22.

252. Read again G.O. No. 313, Finance (Madras), dated the 10th July 1922, recommending the employment, under the Madras Port Fund, of a stipendiary clerk to assist the work of making up and binding up of a salary of Rs. 20 with a temporary allowance of Rs. 5 per mensem.

Read a note by the Deputy Port Commissioner, supported by the Acting Chairman, recommending the removal given the abolition of the post of Clerk, and the payment of an extra daily pay of Rs. 20 per mensem to the Overseer, Port and Pilotsage Fund, whilst he is in charge of supervision of the work.

Resolved that Government be asked to sanction the payment from the Madras Port Fund of an allowance of Rs. 20 per mensem to the Overseer, Port and Pilotsage Fund, whenever he is in charge of supervising the work of making up and binding, the post of Clerk being also retained, but no appointment being made to it so long as the above arrangement is in force.

253. Read again Resolution No. 148, dated the 18th July 1922, sanctioning the payment of claim bills aggregating Rs. 5,135-15-11 submitted by Messrs. Overton, Woodroffe & Co., for the value of ten hundred pillow metal sheets, loaded as S.S. "Kashik" and "Kashik", but short delivered to them by the Trust.

Read a letter from the Secy, dated the 14th August 1922, stating that, through an oversight, their claim bills were submitted for issue not only and forwarding for payment supplementary bills aggregating Rs. 779-8-6, being 15 per cent of the invoice cost, which, at the time the goods were loaded, was the percentage allowance, granted by the Trust for incidental and out-of-pocket expenses of consignees, in accordance with the clause of the Scale of Rates relating to payment of claims for which it had become liable.

Resolved that Messrs. Overton, Woodroffe & Co. be informed that the Trustees, in the absence of better reasons than those given for the late submission of the supplementary bills, are not prepared after this lapse of time to sanction their payment.

254. Read a letter, dated the 14th August 1922, from Mr. G. Krishnamoorthy to the Trust's Chief Accountant, requesting that consent of the Board be obtained as required by rules 7 and 8 of the Trust's President Fund rules to the payment from his President Fund account of a sum of an amount of an endorsement insurance policy for Rs. 1,000 which he proposes to take from the Hotel Insurance Fund.

Resolved that the club's own contribution to the Fund be added to the extent required to meet the premium on the policy.

255. Read a note by the Chairman recommending that Government be asked to sanction the payment in 1922, to a member in the Trust's service, of a gratuity of Rs. 75, the equivalent of his pay and temporary allowance for six months, in consideration of his service with the Trust for over seven years which had to be disposed with on account of his physical infirmities to continue in service.

Resolved to approve of the recommendation.

256. Resolved that Mr. W. W. Robinson, the Trust's Traffic Manager, avail himself with effect from the afternoon of the 18th August 1922 of one month's leave on full average salary granted to him in G.O. No. 231, Finance (Madras), dated the 2nd August 1922.

257. Resolved, subject to sanction of Government which is necessary under section 44 (2) of the Madras Port Trust Act, to approve of the Trust's Traffic Manager's recommendation for reduction of the Secy, in one case, amounting to Rs. 40-10-0.

297. The following statement comparing the amount collected in and up to the end of July 1922 with those for the corresponding period of the previous two years as well as of the year 1910-14 was entered to be recorded:—

Statement showing the amount of dues collected during the month of July 1922.

		1921.		1920.		1919.		1918.	
		Rs.	L. P.	Rs.	L. P.	Rs.	L. P.	Rs.	L. P.
<b>I. Harbour receipts.—</b>									
(1)	Dues on imports ..	62,864	5 4	53,582	15 6	61,823	7 0	26,756	4 0
(2)	Dues on exports ..	19,201	8 8	17,222	10 0	26,792	3 0	25,417	0 0
(3)	Tonnage dues, imports ..	8,810	8 0	83,738	15 0	17,426	5 0	8,592	7 0
(4)	Storage receipts ..	1,712	8 0	115	11 6	95	14 4	25	10 8
(5)	Dues for storage space ..	2,081	7 0	8,236	5 8	5,089	10 4	3,519	5 8
(6)	Harbour mooring charges ..	9,215	5 4	29,752	15 1	17,791	0 4	10,874	5 8
(7)	Craneage ..	14,940	11 2	15,308	2 0	6,037	14 0	5,754	0 0
(8)	Tonnage, special ..	875	10 8	5,124	15 0	4,787	30 0	2,851	0 0
(9)	Demurrage ..	864	4 0	—885	16 8	700	11 8	—44	2 4
(10)	Dues of harbour tugboats ..	—	—	485	6 0	1,465	0 0	7,408	0 0
(11)	Quay dues ..	—	—	—	—	11,462	7 0	16,743	4 0
<b>II. Dues, fee and penalties.—</b>									
(1)	Dues of proprietors ..	2,287	1 4	10,192	10 0	12,764	8 8	13,689	14 8
(2)	Overstays dues ..	2,768	0 0	1,809	0 0	4,978	0 0	2,067	0 0
(3)	Penalties dues ..	8,601	2 1	8,896	15 0	—4,417	0 0	2,508	5 1
(4)	Fines and penalties ..	—	—	120	8 8	385	12 4	316	14 0
(5)	By Tolls ..	1,800	0 0	—	—	—	—	—	—
<b>III. Dues.—</b>									
(1)	Water sold to boats ..	1,365	12 8	2,808	11 0	8,318	8 0	8,185	2 4
(2)	Do. to works ..	782	0 0	847	14 4	—	—	—	—
(3)	Sale of unclaimed goods ..	—	—	—	—	—	—	—	—
(4)	Other dues ..	—	—	—	—	—	—	—	—
<b>IV. Contributions to Revenue.—</b>									
(1)	From Port lands ..	—	—	—	—	—	—	—	—
(2)	From Government ..	—	—	—	—	—	—	—	—
<b>V. Subsidies.—</b>									
(1)	Interest on investments ..	510	0 3	3,168	8 8	6,022	26 4	8,828	2 10
<b>VI. Miscellaneous.—</b>									
(1)	Fuel on steamers ..	—	—	—	—	—	—	—	—
(2)	Commissions on Corporation ..	226	15 0	104	11 8	382	8 8	317	2 4
<b>VII. Total receipts adjustment ..</b>									
		3,037	10 4	—387	7 8	417	5 8	—1,911	8 8
<b>Total ..</b>		8,23,828	15 4	2,78,190	81 4	2,87,871	15 1	2,16,840	8 0

Month.	Actuals of 1921-22.		Actuals of 1920-21.		Actuals of 1919-20.		Increase (decrease) in the last two years.	
	Rs.	L. P.	Rs.	L. P.	Rs.	L. P.	Rs.	L. P.
April ..	1,89,188	9 4	2,84,791	10 1	2,65,167	2 3	3,82,229	12 8
May ..	1,14,205	6 11	2,16,123	8 8	2,12,820	8 6	2,15,885	10 5
June ..	1,16,161	8 1	2,82,258	12 8	2,16,890	8 11	2,75,040	8 11
July ..	1,23,870	12 8	2,75,162	11 8	1,87,071	18 0	2,68,880	0 8
August ..	—	—	—	—	—	—	—	—
September ..	—	—	—	—	—	—	—	—
October ..	—	—	—	—	—	—	—	—
November ..	—	—	—	—	—	—	—	—
December ..	—	—	—	—	—	—	—	—
January ..	—	—	—	—	—	—	—	—
February ..	—	—	—	—	—	—	—	—
March ..	—	—	—	—	—	—	—	—
<b>Total ..</b>	4,49,188	0 0	6,78,643	0 5	6,87,914	10 4	8,47,946	0 12

298. The following statement showing pilgrimage work done was entered to be recorded:—

Particulars.	From Feb to 15th Aug. 1921.	For work ending 15th Aug. 1921.	Total from Feb. April to 31st Aug. 1921.	Total from Feb. April to 31st Aug. 1922.
Persons pilgrimage into the harbour ..	16	11	27	120
“ pilgrimage out of the harbour ..	27	8	35	365
“ transported from one berth to another ..	7	0	7	45
“ attached ..	—	—	—	11
“ pilgrimage pilgrimage out of the harbour ..	1	1	2	10
“ pilgrimage pilgrimage out of the harbour ..	1	1	2	10
“ transported from one berth to another ..	—	—	—	5

\* 240. The following statement of results which need the gauge was referred to be recorded:—

Particulars	From 1st to 15th Aug. 1911.	For week ending 15th Aug. 1911.	Total from 1st April to 15th July 1911.	Total from 1st April to 15th Aug. 1911.
<i>I.—Disbursements</i>				
Wage gang No. 1	100	1	11	100
Do. 11	100	1	11	100
Do. 111	100	1	11	100
Do. 11V	100	1	11	100
Wage gang 11	100	1	11	100
Wage gang 11	100	1	11	100
Total gang	100	1	11	100
<i>II.—Selling results</i>				
Wage gang	100	1	11	100

241. The following statement showing work done by gangs was referred to be recorded:—

Period.	Gauges						Selling results		Total quantity of work done.	Results.
	Quantity of work done.		Quantity of work done.		Quantity of work done.		Quantity of work done.			
	Quantity of work done.	Quantity of work done.	Quantity of work done.	Quantity of work done.	Quantity of work done.	Quantity of work done.	Quantity of work done.	Quantity of work done.		
1st to 15th August.	100	100	100	100	100	100	100	100	100	100
Wage ending 15th August.	100	100	100	100	100	100	100	100	100	100

242. The following statement of balance sheet since the 1st August 1911 was referred to be recorded:—

Serial number.	Authority.		Name of work.	Amount authorized.	Balance of budget at present all available.	Charged to the	Results.
	No.	Date.					
1	G.O. No. 101, Finance (Director).	1st August 1911.	Capital Works	100	100		
			Improvements to Water Works.				
			Water Works.				
			Water Pump Works.				
			Water Pump Works.				
			Water Pump Works.				

243. Recorded the Trust's Capital and Revenue Accounts for the month of June 1912.

244. Recorded G.O. No. 101, Finance (Director), dated the 1st August 1911, sanctioning the delegation by the Port Trust Board to its Chairman of the power, under section 20 (2) of the Madras Port Trust Act, of signing with the officers of any other or current of the Board, otherwise than by means of such officer's or secretary's own signature, in so far as may be necessary, a salary not exceeding Rs. 210 per annum, are sanctioned—*Public Resolution No. 101, dated 1st July 1911.*

245. Recorded G.O. No. 101, Finance (Director), dated the 1st August 1911, sanctioning the resolution of the Trust's Board sanctioning to No. 101-10-0 proposed in Resolution No. 101, dated 1st August 1911.



217. Received G.O. No. 369, Finance (Madras), dated 13rd August 1922, authorising the debit to Capital of an expenditure amounting to Rs. 9,456 for making certain improvements in the India House, vide Resolution No. 265, dated 13th August 1922.

218. Securities and cash held by the Imperial Bank of India, Madras, for the Madras Port Trust on the 31st August 1922, were ordered to be counted as follows:—

					Government securities.	Cash balances.
					Rs.	Rs. & P.
Revenue Account	..	..	..	..	20,000	7,28,351 7 5
President's Fund Account	..	..	..	..	8,70,000	— 56,770 18 8
Deposit Account	..	..	..	..	16,780	1,617 15 1
India House's House Charity Account	..	..	..	..	10,400	1,047 8 8
Disputed House's Fund Account	..	..	..	..	19,300	185 0 2
Finance Fund Account	..	..	..	..	1,28,000	10,300 4 8
Herbert Dore Advowee Account	..	..	..	..	..	1,48,747 21 7
Railway Freight Advowee Account	..	..	..	..	..	25,728 3 0
Capital Account	..	..	..	..	..	3,81,379 8 6

Port Trust Office, Madras,  
25th September 1922.

R. LESLIE,  
Acting Chairman, Madras Port Trust.

# METEOROLOGICAL RESULTS.

## FROM THE MADRAS CORRESPONDENT REGISTER.

DATE.	Temperature reduced to 32°.	Thermometers.				Winds.	Direction.	Force.	Rain.	Clouds.	General weather.
		Observed.		Observed.							
		Daily Mean.		Maximum.							
		Day.	Night.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
September.	1922.	..	..	..	..	..	..	..	..	..	..
1st Mon.	..	94.10	84.5	10.8	82.0	78.0	110.0	88	0.07	102	..
2nd Tues.	..	94.1	84.8	78.1	85.3	70.3	112.1	86	0.0	101	..
3rd Wed.	..	91.1	81.8	77.1	82.0	78.0	111.8	86	0.0	101	..
4th Thurs.	..	91.1	81.7	77.0	80.1	77.0	111.0	86	0.0	101	..
5th Fri.	..	94.5	82.3	77.8	83.3	71.8	110.3	87	0.0	101	..
6th Sat.	..	91.0	80.7	77.4	82.5	78.4	110.7	84	0.0	101	..
7th Sun.	..	93.0	80.4	78.0	81.8	78.8	111.0	85	0.0	101	..

The Standard Barometer and Thermometer are read at 8 a.m., 12 a.m., 4 p.m. and 8 p.m., and the daily means are obtained by the application of hourly corrections, deduced from twenty years' observations. The descent of the barometer is twenty-two feet above the level of the sea, and the recorder of the rain gauge is two feet from ground. The wind, sun and general weather registered are for the current Civil Day—from midnight to midnight.

The total quantity of rain collected since January 1st is 29.72 inches, the average for the same period being 18.95 inches.

## AVERAGE OF THE MEAN METEOROLOGICAL CONDITIONS OF MADRAS IN AUGUST 1922 COMPARED WITH THE AVERAGE OF PAST YEARS.

Mean values of August.		1922.	Difference from.	5 years.
Reduced atmospheric pressure	..	..	..	..
Temperature of air	..	..	..	..
Do. of evaporation	..	..	..	..
Percentage of humidity	..	..	..	..
Greatest solar heat in sun	..	..	..	..
Maximum in shade	..	..	..	..
Do. in ground	..	..	..	..
Rainfall in inches in 21 days	..	..	..	..
Do. since January 1st in 50 days	..	..	..	..
General direction of wind	..	..	..	..
Daily velocity in miles	..	..	..	..
Percentage of cloudy sky	..	..	..	..
Do. of bright sunshine	..	..	..	..

## DURATION AND QUANTITY of the Winds from different points.

From	Hours.	Miles.	From	Hours.	Miles.	From	Hours.	Miles.	From	Hours.	Miles.
South.	84	452	East.	20	80	South.	6	87	West.	21	231
N. by E.	1	9	E. by S.	25	100	S. by W.	11	92	W. by N.	27	262
S.W. by E.	4	9	E.S.E.	36	144	S.S.W.	42	400	W.S.W.	25	252
S.E. by S.	3	18	S.E. by E.	12	48	S.W. by S.	37	336	S.W. by W.	22	220
N.E.	7	42	S.S.	11	12	S.W.	36	186	N.W.	16	70
N.E. by E.	11	66	S.E. by S.	8	40	S.W. by W.	47	254	S.W. by N.	18	72
E.N.E.	16	161	S.S.E.	40	216	W.S.W.	40	518	N.N.W.	6	51
S. by E.	22	263	S. by E.	28	126	W. by S.	23	742	N. by W.	..	..

There were 10 calm hours during the month. The result corresponding to the above numbers is represented by a S.W. by W. wind, blowing with a uniform daily velocity of 52 miles.

Madras Observatory,  
12th September 1881.

A. E. U. SAFOOR,  
Deputy Director



SUPPLEMENT TO PART II  
OF  
**THE FORT ST. GEORGE GAZETTE.**

No. 57.] MADRAS, TUESDAY EVENING, SEPTEMBER 12, 1922. [Price, 4 pice.

**ABSTRACT OF SEASON REPORTS FOR THE WEEK ENDING  
9th SEPTEMBER 1922.**

**SEASON TELEGRAM TO THE GOVERNMENT OF INDIA, REVENUE  
AND AGRICULTURAL DEPARTMENT, SIMLA.**

*Week ending 24 September 1922.*—Rainfall very heavy South Kanara; heavy Agency and Goujan; moderate Vinayapatam, Kistna, Chingleput, North Arcot, Malabar, Cochin and The Nilgiris; fair Gudavari. Custer, North Arcot, Trichinopoly, Tanjore, Madurai, Ramanad; light or all elsewhere. Rainfall is week below average except Agency, Goujan and West Coast. Rainfall to-date below average except Agency, Chingleput, South Arcot, Tanjore, Tinnevely and West Coast. Transplantation of paddy mainly in Chingleput and Tanjore and sowing of dry crops mainly in Deccan and Central districts proceeding. Savings to-date much restricted in the Deccan. Standing crops generally fair. Harvested cholera, ranka, ragi, groundnut, and gingelly in parts; cotton fair. Irrigation water is deficient in parts except West Coast. Pasture sufficient except in parts of Goujan, Kistna, Deccan, Madurai and Central districts. Fodder available except in parts of Agency, Goujan, Kistna, Deccan and Chittoor. Prices steady with a tendency to fall. More rain needed for dry crops.

OFFICE OF THE DIRECTOR  
OF AGRICULTURE,  
MADRAS, 12th September 1922.

R. D. ANSTEAD,  
Offy. Director of Agriculture.

**DISTRICT REPORTS.**

**AGENCY DIVISION.**

Water-supply sufficient except in Polonnaruwa, Yellavaram and Gaden and in tanks in three taluks. Sowing ragi in one taluk. Standing crops thriving. Harvested gingelly in two taluks; cotton fair. Crops in general.

**GANJAM.**

Water-supply generally sufficient. Rainfall to-date 32 feet. Seeds 24-45 feet. Transplantation of paddy continuing. Savings to-date satisfactory for wet crops and very satisfactory for dry crops. Standing crops fair. Harvested ragi in wet lands and gingelly; cotton fair. Pongosa fair.

**VINAYAPATAM.**

Water-supply sufficient except in parts. Transplanting paddy. Standing crops thriving. Savings to-date about average. Harvested ragi and gingelly; cotton fair to normal; ranka poor; harvest of gingelly continuing. More rain needed in parts.

**GUDAVARI.**

Rainfall to-date much below the average. Water-supply sufficient except in parts of apudra taluk. Gudavari 72 feet above average. Transplanting paddy and sowing cholera. Savings to-date restricted. Standing crops fair. Harvested gingelly; cotton fair. More rain needed.

## KISTNA.

Rainfall to-date below average. Water-supply sufficient except in tanks. Kistna 2-7 feet above normal. Sowing cotton and cotton. Savings to-date about equal to the average; area under dry crops about one-seventh less than last year. Standing crops fair; but dry crops withering in parts of Yerragadda and Eluru taluks. Harvested gingerly; cotton fair. Prospects fair.

## GUNTUR.

Water-supply generally sufficient. Transplanting of paddy almost completed. Sowing cotton. Savings to date of dry crops more than the average but less than last year; savings to-date of wet crops satisfactory. Standing crops fair. Prospects fair.

## KURNOOL.

Rainfall to-date below average especially in Eluru and Pithakota taluks. Water-supply insufficient in several tanks and wells and sufficient in some and scanty in others. Tankbottoms 2-25 feet above crest; Pithakota 1-1/2 feet above crest. Sowing cotton, groundnuts and cereals in parts. Savings to-date of dry crops about three-fourths of last year. Standing crops generally fair. Prospects generally fair.

## TILLARY.

Rainfall to-date below average. Water-supply sufficient in rivers and channels and in wells except in the western taluks, and generally insufficient in tanks. Sowing paddy, cereals and cotton in parts. Savings to-date of dry crops less than the average and only about four-sevenths of last year. Standing crops fair, but early sown crops falling in parts of the Tirumala taluk. More rains needed. Price of ragi fallen since last week.

## ANANTAPUR.

Rainfall to-date very much below average. Water-supply insufficient. Sowing paddy, cotton, cereals, kharra, groundnuts and cotton. Savings to-date of dry crops less than the average and only about half of last year. Irrigated crops fair; unirrigated dry crops in parts of Dummernahal, Kalyandurg, Anantapur and Chittoor taluks are in need of rain. Prospects generally fair except in Chittoor; good rains urgently needed both for sowing and standing crops.

## CHIDAMPUR.

Water-supply generally sufficient except under tanks in Chittoor taluk and parts of two other taluks. Sowing paddy, cotton, ragi, groundnuts and cotton in parts. Savings to-date of dry crops less than the average but not much less than last year. Standing crops fair. Harvested indigo; cotton fair. More rains needed for raising wet crops under tanks.

## NELLORE.

Rainfall to-date below average and ill-distributed. Water-supply adequate in the Kanigiri reservoir and Singur delta adequate in wells, generally insufficient in other sources. Sowing paddy, ragi, cotton, and cotton in parts. Standing crops fair. Savings to-date of wet crops very much reduced; savings to-date of dry crops fair. Standing crops fair. Harvested indigo; cotton poor in Nellore and fair in Kovvur. Prospects fair; rains needed to bring supplies to irrigation sources which are mostly empty in the up-hills areas.

## CHENGULEPTU.

Water-supply sufficient. Sowing paddy in all taluks. Standing crops good. Harvested ragi in parts of two taluks and gingerly in parts of five taluks; cotton fair. Prospects fair.

## SOUTH ARUNT.

Water-supply sufficient in two taluks and parts of four taluks in tanks, in two taluks in rivers and tanks and in all taluks in wells. Savings to-date generally up to average. Sowing paddy, ragi and groundnuts in parts. Standing crops fair. Harvested indigo, ragi and groundnuts; cotton fair. Prospects fair.

## CHITTOOR.

Water-supply sufficient in wells except in parts and insufficient in other sources. Transplanting paddy and sowing ragi in parts. Savings to-date of dry crops a little less than last year but a little greater than the average. Standing crops generally fair. Prospects fair except in the north-eastern parts of the District where more rain is urgently needed.

## NORTH ARUNT.

Water-supply insufficient except generally under tanks. Transplanting paddy and ragi and sowing groundnuts. Savings to-date satisfactory for dry crops owing to the early rains in May and June, savings to-date of wet crops a little greater than the average and last year. Standing crops fair, cotton fair; indigo and cotton; cotton poor to fair; groundnuts fair. More rains needed to bring an adequate supply to tanks. Paddy well done. Prospects generally fair.

## SALUR.

[Report not received.]

## CONCLUSIONS

[illegible]

## TRAINING POLICY

Reliable to date below average. Water supply generally sufficient to dry beans and well in parts. Growing poorly, stunted, smaller, rapid, straggly and generally in parts. Growers to date of dry crops mentioned. Standing crops fair. Harvested smaller, rapid and greenish; others due. More rain required in the dry areas of the State.

● 2013年12月12日

Water supply sufficient except in tanks and wells in the non-fallow parts. Discharge over the Grand Anicut 8.2 feet in each. Seeding and transplanting good. Sowing 10-date of dry crops a little less than the average and last year, sowings 10-date of wet crops same as the average but greater than last year. Standing crops generally fair. Prospects generally fair.

#### MEATY TITR 4.

Water supply generally less than except in the Forties area. Discharge through Forties main canal 1,175 m<sup>3</sup>/hr but per second. To supplement partly and right in parts and saving stream in parts. Savings to date of dry crops less than the average and last year's savings to date of wet crops more an average but greater than last year. Standing crops less. Tobacco less.

## BANKHEAD

Water-supply inefficient. Bearing poorly, sun's and ragi. Standing crops fair. Harvested okra, sun's, ragi and cotton; okra fair, *Fraxino* fair.

SUNNYSIDE

Water-supply insufficient. No flow over Schistothorax outlet. Discharge through vents adequate. Savings to date a little more than the savings last year. Smoking stops good. Harvested sholux and mugi returns fair. Frequent fair. More rain needed.

## MELEP

Handfall to-date exceptionally favorable. Sewing single crop paddy on low-lying lands. Seedings to date a little more than the average and last year. Weeding crops (paddy) good. Temperatures of fields correct on high-lying lands.

## NORTH CAROLINA

Reliable to-date above average. Holdings to-date of dry crops more than the average but about the same as last year; spring-to-date of wet crops about the same as the average and last year. Standing crops fairly good, but crops somewhat damaged in parts of one-third owing to heavy rain. Prospects satisfactory.

## THAT ASSET.

Water-supply sufficient. Harvest in progress.

## DOCUMENT

<sup>a</sup>Water-soluble polymers.

## THE SCIENCE

Water-supply excellent. Standing crops fair. Seedings to-date same as the average and better. Forecasts fair.

Note.—(1) *Antares* is abundant in the Padayon lake of Indonesia, *Agropyron* lake of Eritrea, parts of Kermel, Helong, upper Aden and the western valleys, *Amegylon* one lake of Quidahat, two lakes of Sidra, many lakes of Chokor, the lake of Wulung and Gendarmat (MORU) and also streams of West, East, West, and North of Japan, Sumatra, Celebes and Chinese lake of Comoros and parts of Fomahelo, Kermel, Eritrea, lakes of Turin.

(3) Fodor is known to have visited the Agency Division, Cairo and Camps of Operation, First Division of Military Police and Intelligence of Egyptian, south of Suez Canal, Egypt and Aden of Military and Intelligence. The testimony in Cairo is that the testimony of him several of great and Fodor has been from local sources.

(b) *Endospores* is reported from the Fertilizers and Cellulose waste of Kibin, and parts of the Kollegal

(3) *Full-time* means service is required from the following units (Agency division, Headquarters and Subunit):

(d) *Single stocks are limited by assets of Islamic and Polytheistic beliefs of Edward*

(2) Employment is linked to the quality index of services.

# RAINFALL AND PRICES OF THE STAPLE FOODS.

WEEK ENDING 2nd SEPTEMBER 1902.

District.		Rainfall in inches.					Prices in Rupees (per 50 weight) per Mace.												Remarks.	
		In the week.		Up to the end of the week from 1st April.			Rice.		Sago.		Cassia.		Onions.							
		1st.	Average in 10 years ending with 1901.	1st.	Average in 10 years ending with 1901.	1st.	Average in 10 years.	Last week.	This week.	Average in 10 years.	Last week.	This week.	Average in 10 years.	Last week.	This week.					
Canton.	Agency Division.	3.5	(4) 2.8	42.8	(5) 42.0	..	87	6.4	..	16.8	16.8	..	10.2	18.9	..	12.8	12.8	Agency Division.		
	Agapan.	4.3	3.2	27.1	30.0	7.3	(10) 8.0	7.4	14.2	18.4	18.4	..	..	..	..	..	..	Agapan.		
	Chingay.	1.0	1.5	17.8	22.4	7.2	8.6	6.4	12.8	12.8	12.8	..	..	..	..	..	..	Chingay.		
	Chingay.	0.6	2.8	18.0	22.5	7.2	8.6	6.4	12.8	12.8	12.8	..	..	..	..	..	..	Chingay.		
	Chingay.	1.4	1.7	17.4	22.8	7.2	8.6	6.4	12.8	12.8	12.8	..	..	..	..	..	..	Chingay.		
Dumai.	Chingay.	0.6	1.9	18.0	22.4	7.2	8.6	6.4	12.8	12.8	12.8	..	..	..	..	..	..	Chingay.		
	Korond.	0.2	2.2	3.8	14.0	7.1	5.8	5.8	..	10.2	12.4	12.4	..	..	..	..	..	Korond.		
	Bellary.	0.4	2.0	9.5	12.8	6.6	5.2	5.2	..	10.4	12.4	12.4	..	..	..	..	..	Bellary.		
	Amangay.	0.1	1.2	8.5	12.8	7.0	5.4	5.4	10.8	8.1	8.0	17.4	..	..	..	..	..	Amangay.		
	Outlayah.	0.1	1.2	10.0	12.8	8.1	5.4	5.5	12.8	8.4	8.4	12.4	..	..	..	..	..	Outlayah.		
Canton.	Chingay.	0.2	2.8	8.4	8.7	6.1	5.6	4.8	10.4	8.4	8.2	12.8	..	..	..	..	..	Chingay.		
	Chingay.	1.0	1.2	12.1	12.1	7.2	5.0	5.0	12.8	7.4	7.4	..	..	..	..	..	..	Chingay.		
	Chingay.	0.8	2.1	24.8	(1) 14.1	5.8	5.2	5.2	12.1	7.1	7.4	..	..	..	..	..	..	Chingay.		
	Chingay.	1.0	1.2	14.8	14.8	7.2	6.0	6.0	12.1	7.1	7.0	..	..	..	..	..	..	Chingay.		
	Chingay.	0.2	1.2	11.0	12.8	7.7	5.8	5.4	12.8	6.0	7.8	..	..	..	..	..	..	Chingay.		
Canton.	Chingay.	0.7	1.7	11.7	14.8	7.0	5.2	5.2	12.4	7.0	7.8	..	..	..	..	..	..	Chingay.		
	Chingay.	..	1.2	12.2	17.0	8.7	6.0	..	10.8	8.4	..	12.8	..	..	..	..	..	Chingay.		
	Chingay.	0.8	2.8	12.8	15.0	7.7	6.0	6.3	11.6	6.1	7.8	12.4	..	..	..	..	..	Chingay.		
	Chingay.	0.7	1.2	12.5	12.8	8.8	4.0	4.0	12.8	7.8	7.7	11.6	..	..	..	..	..	Chingay.		
	Chingay.	0.8	1.0	12.8	12.5	8.9	4.4	4.8	11.7	6.8	6.9	..	..	..	..	..	..	Chingay.		
South.	Chingay.	0.5	0.8	10.4	11.5	6.7	4.4	4.8	12.1	8.3	8.8	10.8	..	..	..	..	..	Chingay.		
	Chingay.	0.7	0.7	8.8	8.0	6.5	4.8	4.5	12.0	8.1	8.1	11.9	..	..	..	..	..	Chingay.		
	Chingay.	..	0.4	8.7	8.2	7.0	4.4	4.4	12.8	8.2	8.8	12.0	..	..	..	..	..	Chingay.		
	Chingay.	0.8	1.0	12.8	12.5	8.9	4.4	4.8	11.7	6.8	6.9	..	..	..	..	..	..	Chingay.		
	Chingay.	0.5	0.8	10.4	11.5	6.7	4.4	4.8	12.1	8.3	8.8	10.8	..	..	..	..	..	Chingay.		
West Coast.	Chingay.	0.7	0.7	8.8	8.0	6.5	4.8	4.5	12.0	8.1	8.1	11.9	..	..	..	..	..	Chingay.		
	Chingay.	..	0.4	8.7	8.2	7.0	4.4	4.4	12.8	8.2	8.8	12.0	..	..	..	..	..	Chingay.		
	Chingay.	0.8	1.0	12.8	12.5	8.9	4.4	4.8	11.7	6.8	6.9	..	..	..	..	..	..	Chingay.		
	Chingay.	0.5	0.8	10.4	11.5	6.7	4.4	4.8	12.1	8.3	8.8	10.8	..	..	..	..	..	Chingay.		
	Chingay.	0.7	0.7	8.8	8.0	6.5	4.8	4.5	12.0	8.1	8.1	11.9	..	..	..	..	..	Chingay.		
Hills, The Nigra.	Chingay.	0.8	1.0	12.8	12.5	8.9	4.4	4.8	11.7	6.8	6.9	..	..	..	..	..	..	Chingay.		
	Chingay.	0.5	0.8	10.4	11.5	6.7	4.4	4.8	12.1	8.3	8.8	10.8	..	..	..	..	..	Chingay.		
	Chingay.	0.7	0.7	8.8	8.0	6.5	4.8	4.5	12.0	8.1	8.1	11.9	..	..	..	..	..	Chingay.		
	Chingay.	..	0.4	8.7	8.2	7.0	4.4	4.4	12.8	8.2	8.8	12.0	..	..	..	..	..	Chingay.		
	Chingay.	0.8	1.0	12.8	12.5	8.9	4.4	4.8	11.7	6.8	6.9	..	..	..	..	..	..	Chingay.		

\* Average of the 24 years ending 1890-91.

† Average of 10 years.

(a) Average of the Agency Division of the old Singapore District.

(b) Revised Agency.



# SUPPLEMENT TO PART II

OF

## THE FORT ST. GEORGE GAZETTE.

No. 37.]

MADRAS, TUESDAY EVENING, SEPTEMBER 12, 1922.

[Part II, 4 page.]

### SEASON REPORT FOR JULY 1922.

Season I.—Statement showing the average fall of rain in each division during the month of July 1922, and also the total fall from 1st April 1921 up to the month, compared with the corresponding figures of the preceding year and with the average for a series of years ending 1922.

Division.	Average for year.			1921-22.			1922-23.		
	In the month.		From 1st April to month.	In the month.		From 1st April to month.	In the month.		From 1st April to month.
	Rainy days.	Exceeds.		Rainy days.	Exceeds.		Rainy days.	Exceeds.	
1	2	3	4	5	6	7	8	9	10
<b>Coastal—</b>									
1. Coimbatore	10.2	7.38	10.18	13.6	8.52	10.82	11.9	8.44	14.12
2. Palani	10.0	7.37	10.18	13.2	8.52	10.78	12.0	8.44	13.17
3. Gudalur	9.0	6.54	10.18	12.1	8.52	10.70	9.0	8.44	10.08
4. Agency	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
5. Karai	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
6. Ooty	9.0	6.54	10.18	12.1	8.52	10.70	9.0	8.44	10.08
<b>Deccan—</b>									
7. Bellary	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
8. Bellary	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
9. Anantapur	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
10. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
<b>Madras—</b>									
11. Madras	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
12. Madras	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
13. Chingleput	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
14. South Arcot	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
<b>Central—</b>									
15. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
16. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
17. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
18. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
19. Chittoor	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
<b>North—</b>									
20. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
21. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
22. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
23. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
24. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
25. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
26. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
27. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
28. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
29. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12
30. Coimbatore	10.0	7.37	10.18	13.6	8.52	10.82	11.9	8.44	14.12

Metereological Office, Madras,  
12th August 1922.  
H-3001

S. M. E. KAYOOR,  
District Agent

## DEPARTMENT OF AGRICULTURE, MADAGASCAR.

## CULTIVATION STATEMENT FOR THE PERIOD APRIL TO JULY.

(On an average of the five years ending 1916-17, the area cultivated from April to July represents 33 per cent of that cultivated as dry lands during the year, and 58 per cent of that cultivated as wet lands during the year.)

The return relates to the cultivation on Government and private owned lands of the Presidency which constitute 82 per cent of the total area.

1. Very heavy rains were received in July on the West Coast and most of the low-lying lands were flooded, but increasingly the season was drier towards the end of the month. Elsewhere the rainfall in July was generally below the average, and much below that of last year. The Eastern districts suffered most, as the rainfall in June was also in deficit there. The total fall from April to July was generally below the average, and below that of last year, except in Nossony, Tananarive and the West Coast.

2. The area sown on dry lands in the Presidency in July 1922 is reported as 2,491,540 acres, against 2,347,420 acres last year, that is a decrease of about 14 per cent. There was an increase only in Diego, Cliché and North Anjou where there were good rains in June. The decrease was most marked in the Deesse where the area fell by about 60 per cent.

The area sown on wet lands in the Presidency in July 1922 is reported as 2,174,700 acres, against 1,120,400 acres last year, that is a decrease of only 5 per cent.

3. The area sown on dry land in the Presidency from April to July 1922 is reported as 2,428,200 acres, as against 2,174,200 acres last year, that is a decrease of about 10 per cent. Savings were noticeable in North Anjou and North Anjou where there was good rainfall in May and June, but the area sown in the Deesse was only about 40 per cent of last year, and there were also appreciable decreases in Kiria, Gueuse and Cliché.

As compared with the average, the area sown on dry lands remained the same. Savings were noticeable in the Deesse, and to a lesser extent in the Gueuse; but this was counterbalanced by increased sowings in other places, especially in the central districts where the area sown exceeded the average by 10 per cent.

4. The area sown on wet land from April to July 1922 in the Presidency is reported as 1,583,800 acres, against 1,403,200 acres last year. There has been a large decrease in the area under wet crops in Gueuse owing to the late receipt of water into the canals, while there has been a large increase in Nossony owing to the receipt of floods in June in the Tananarive river.

As compared with the average, the area sown on wet land decreased by 3 per cent, and this was mainly due to the reduction of 10 per cent in the Gueuse.

5. Details by districts are given in the statement appended.





TABLE III.—Statement showing the average prices of the principal foodgrains and seed for the month of July 1922.

Group.	District.	C	Prices in several forms as at Fort St. George.					
			Rice, milled etc.			Mg.		
			In the previous month.	In the month.	Average *	In the previous month.	In the month.	Average *
1	2	3	4	5	6	7	8	9
1. Cereals	1. Agency Rice...	(a) 7.8	8.5	..	..	10.5	10.5	..
	2. Sorghum ..	(b) 8.4	..	..	..	12.5	12.5	..
	3. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	4. Guadalupe ..	..	..	..	..	10.5	10.5	..
	5. Beans ..	..	..	..	..	10.5	10.5	..
2. Deciduous	6. Rice ..	..	..	..	..	10.5	10.5	..
	7. Sorghum ..	..	..	..	..	10.5	10.5	..
	8. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	9. Guadalupe ..	..	..	..	..	10.5	10.5	..
	10. Beans ..	..	..	..	..	10.5	10.5	..
3. Grasses	11. Rice ..	..	..	..	..	10.5	10.5	..
	12. Sorghum ..	..	..	..	..	10.5	10.5	..
	13. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	14. Guadalupe ..	..	..	..	..	10.5	10.5	..
	15. Beans ..	..	..	..	..	10.5	10.5	..
4. Central	16. Rice ..	..	..	..	..	10.5	10.5	..
	17. Sorghum ..	..	..	..	..	10.5	10.5	..
	18. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	19. Guadalupe ..	..	..	..	..	10.5	10.5	..
	20. Beans ..	..	..	..	..	10.5	10.5	..
5. South	21. Rice ..	..	..	..	..	10.5	10.5	..
	22. Sorghum ..	..	..	..	..	10.5	10.5	..
	23. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	24. Guadalupe ..	..	..	..	..	10.5	10.5	..
	25. Beans ..	..	..	..	..	10.5	10.5	..
6. West Coast	26. Rice ..	..	..	..	..	10.5	10.5	..
	27. Sorghum ..	..	..	..	..	10.5	10.5	..
	28. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	29. Guadalupe ..	..	..	..	..	10.5	10.5	..
	30. Beans ..	..	..	..	..	10.5	10.5	..
7. N.E.	31. Rice ..	..	..	..	..	10.5	10.5	..
	32. Sorghum ..	..	..	..	..	10.5	10.5	..
	33. Pigeonpeas ..	..	..	..	..	10.5	10.5	..
	34. Guadalupe ..	..	..	..	..	10.5	10.5	..
	35. Beans ..	..	..	..	..	10.5	10.5	..

Group—cont.	District—cont.	C	Prices in several forms as at Fort St. George—cont.								
			Cotton.			Cocoa.			Rub.		
			In the previous month.	In the month.	Average *	In the previous month.	In the month.	Average *	In the previous month.	In the month.	Average *
1	2	3	4	5	6	7	8	9	10	11	12
1. Cereals	1. Agency Rice...	(a) 7.8	8.5	..	..	10.5	10.5	..	10.5	10.5	..
	2. Sorghum ..	..	..	..	..	12.5	12.5	..	12.5	12.5	..
	3. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	4. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	5. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
2. Deciduous	6. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	7. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	8. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	9. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	10. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
3. Grasses	11. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	12. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	13. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	14. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	15. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
4. Central	16. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	17. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	18. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	19. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	20. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
5. South	21. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	22. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	23. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	24. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	25. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
6. West Coast	26. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	27. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	28. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	29. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	30. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
7. N.E.	31. Rice ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	32. Sorghum ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	33. Pigeonpeas ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	34. Guadalupe ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..
	35. Beans ..	..	..	..	..	10.5	10.5	..	10.5	10.5	..

\* Of the three years ending 1911-12. † Of the three years ending 1911-12. ‡ Average of white and yellow cotton. § Average of black and white cotton.

As a rule, the prices of the principal foodgrains and seed for the month of July 1922 were generally stationary with a tendency to rise in the case of rice, sugar and cotton and to fall in the case of cotton.

Office of the Director of Agriculture  
Madras, 19th August 1922.

H. D. ANSTEAD,  
Off. Director of Agriculture.